

County Commissioners Highways Records Book 9



Commonwealth of Massachusetts

Hampden ss

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the fourth Tuesday of June it being the twenty fourth day of said Month and on the twenty fifth day of said Month by adjournment on the second day of August by adjournment on the thirtieth day of August by adjournment on the second day of September and by adjournment on the twentieth day of said month of September ^{on the first day of October} in the year of our Lord one thousand eight hundred and seventy three

Present William H. Lewis Esq. Chairman
James J. Dennis County
George T. Townsley } Commissioners

To the County Commissioners of the County of Hampden

William G. Bates & al
pet for a new highway in
Westfield 12

Represent the subscribers inhabitants of Westfield in said County that the public convenience and necessity require that a new highway should be laid out in said Westfield beginning at the Western end of King Street and running in a westerly direction across the lands of H. B. Smith and others in as nearly a direct line as may be deemed expedient to a point in the highway near the dwelling house of Mrs Henry Ashley in said Westfield

Wherefore your petitioners pray that you will view and locate said highway and as in duty bound will certify
Westfield July 8th 1871

William G. Bates and others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June in the year of our Lord one thousand eight hundred and seventy one at which meeting the Commissioners appointed a time and place for a view of the premises and directed notice of the same to be given and said petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed

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George C. Curing & others
pet for a new highway
in Holyoke

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To the County Commissioners of the County of Hampden

The undersigned Citizens of the Town of Holyoke respectfully represent that the public convenience and necessity require that a road and highway should be laid out and constructed in said Holyoke of said County - beginning at or near a point above pleasant street so called intersects the highway on Manchester Ground so called said highway leading in a westerly direction thence from said point leading in a northerly direction through land of J. F. Allen, L. H. Allen John Chap. Rodney Chap. Hunt Nubling Phila Hunt and Frederick Hunt to a point on the boundary line separating Holyoke from Northampton twenty five rods or thereabouts distant from the highway leading from Holyoke to Northampton; so as to meet & join said road or highway in Northampton continuing from said point through land of Frederick Hunt Rodney Chap. John Chap. and Holyoke Water Power Company to a point on said highway near a bridge a few rods south of house of Whiting Hunt your petitioners would therefore ask that your honors would view the premises and locate and construct said road and highway according to the laws in such cases made and provided.

Geo C. Curing & others

The foregoing petition was read at a meeting of the County Commissioners held at Springfield within and for said County on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and twenty two at which meeting the Commissioners appointed a place and time for a view of the premises and direct notice of the same to be given and said petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed.

Selection of Chicopee
pet for better location of
highway in Chicopee

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To the County Commissioners of the County of Hampden

The undersigned Selectmen of the Town of Chicopee respectfully represent that a public highway in Chicopee known as and being a part of Great Street in Chicopee Center and lying between the School House and the Junction Depot is inconvenient and dangerous for public travel - that along the whole length of said highway lies the tracks of the Connecticut River Railroad Company over which trains of cars pass frequently every day that the portion of said highway not so occupied and used by said Company is very narrow and wholly insufficient for the convenience and safety of those travelling thereon that the public interest no longer requires said highway to be kept open

June 11/73

Wherefore we pray that you will view the locality and order a discontinuance of said highway or of such portions thereof as you shall deem best and pass or other appropriate orders relating thereto.

Selectmen of Chicopee

The foregoing petition was entered at a meeting of the County Commissioners held at Springfield within and for said County on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and twenty two at which meeting the Commissioners appointed a place and time for a view of the premises and directed notice of the same to be given and said petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed.

To the County Commissioners of the County of Hampshire

Respectfully represent the

undersigned legal voters and tax payers in Palmer in said County and that the public convenience and necessity require that that part of the road leading from Three Rivers in said Palmer to Belchertown in the County of Hampshire which lies between the Springfield road and the Northern line of the Springfield Athol and North Eastern railroad be discontinued and that a new road be laid out and built running from a point on the highway leading from the Depot village of said Palmer to said Three Rivers nearly opposite the dwelling house of Harriet Shears in a Northern direction across land occupied by Horace White and lands of Hall J. Kelley Chauncy Squin Richard Twist The Otis Company the New London Northern Railroad Company in Springfield Athol and North Eastern Railroad Company and James Westcott to a point on said road leading from Three Rivers to Belchertown nearly opposite the dwelling house of Dennis Shugan including a bridge across the canal of said Otis Company and one across the Chicopee river.

Wherefore we pray your Honorable body to view said premises and to take action in relation thereto as the public convenience and necessity may require.

Palmer Mass 11/73

Chas L Gardner & others

The foregoing petition was entered at a meeting of the County Commissioners held at Springfield within and for said County on the second Tuesday of June in the year of our Lord one thousand eight hundred,

Chas L Gardner & others
for a new highway and
discontinuance of highway
in Palmer

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and finally then all which making the Commissioners showing a
true of the petition expedient appointed Tuesday the thirtieth day of
May then next and nine o'clock in the forenoon at the New
London Northern Rail Road Depot at Three Rivers in Palmar as the
time and place for viewing the premises and caused a copy of said
petition to be served upon the Clerk of the town of Palmar being
the town within which such discontinuance & location of highway
are prayed for thirty days at least before the time appointed for said
view and also caused abstracts of said petition containing the substance
thereof to be posted in two public places in said town and also
gave notice to all persons interested by causing a copy of said
petition to be published three weeks successively in the Palmar Journal
a newspaper published in said County, said posting and the last
publication of said copy having been fourteen days at least before the
time appointed for said view and before said view was held said
Commissioners gave notice in like manner as described in the foregoing
notice of the petition to all persons interested of the time and place
for commencing said view.

And on the said thirtieth day of May the Commissioners met at
the time and place appointed and proceeded to view the premises and
having viewed the same the Commissioners then determined to hear the
parties at the same time of said view and having heard the parties
said Commissioners then continued the further hearing & consideration
of the petition to the next regular adjourned meeting of the Commissioners
to-wit Wednesday the fourteenth day of said May and from time
to time to Tuesday the twenty-fourth day of June then next ensuing
when the matter was further heard & considered and after due consideration
said Commissioners did adjudge that Common Convenience and
necessity require that the prayer of the petition should be granted.
The Selectmen of Palmar having appeared and waived objections and
no other person or corporations having appeared to object thereto said
Commissioners then proceeded to locate said highway as follows to-wit:
Commencing at about fifty feet West of a monument on the East
side of the present highway near the house of
James L. S. & across lands of James Rossbottom, the Springfield,
Albany and Northeastern R.R. Co and the Otis Company at hundred
and forty three feet to a point thirty five feet West from the
Northwesterly corner of the Stone Trust Malt in the range of the
West side of the same, thence S 15° E across the Chicago
River one hundred and fifty nine feet to a stone monument on
the South side of the same, thence S 39° E over land of said

The Company are hundred and one feet to a stone monument three feet eastward from the Northeast corner of a building house of said The Company thence S 35 1/2° E. parallel with the end of the buildings and three feet distant thence over land of said The Company two hundred and thirty three feet to a stone monument on the southerly side of the Carriage house across the highway and over lands of said The Company Richard Travis and Chauncey Squires to a point fifty feet westward from a stone post in the front fence of said Squires said highway is fifty feet in width and lies on the Easterly side of the line above described thence continuing from said post in the fence of Chauncey Squires S 77 1/2° E. one hundred and four feet to a stone monument near the house of Horace White thence N. 77 1/2° E. one hundred and forty seven feet to a stone post opposite the house of Harriet Shearer this highway for the last two courses is fifty feet wide and lies on the southerly side of the line described and is over the old highway

And now it is ordered that the said Town of Palmer cause the road aforesaid which is within the limits of the said town of Palmer to be worked made and completed in the most faithful and workmanlike manner and as follows to wit: The said road must be thoroughly ploughed where ploughing is practicable and be thoroughly cleared of stones stumps and roots. The top soil where it is unsuitable for making a hard and permanent road must be removed out of the travelled way or may be used in embankment if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the travelled part of the road are unsuitable for making a hard and durable road and the subsoil under the same is of a loamy or clayey character a top covering of at least 12 inches of good gravel or some other good material (the best that can be obtained in the vicinity whether within or without the location of the road) will be required over the whole width of 30 feet for the travelled part of the road. Where the subsoil is sand the said travelled part of the road after being properly graded must be uniformly covered over its whole width with a coat of loam four inches thick and afterwards with a top covering of eight inches of good gravel or some other good material spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the travelled part thereof to its center to the height of 16 inches. And the travelled part thereof must be worked to the width of 30 feet exclusive of the side slopes and of the

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ditches so that carriages and teams may pass with safety and convenience
over any and every part of the 30 feet surface. The said travelled part of
the road must be worked in the center of and parallel to its location
without any regard to the additional width laid out for materials
in constructing the road, except near its angles, which must be
judiciously rounded so as to render its turnings as gradual and
easy as practicable. In grading the road care must be taken to
avoid unnecessary undulations and in no instance can an angle
of ascent or descent in the direction of the road be allowed of greater
magnitude than is hereafter mentioned. The side ditches, where
they are needed, must be constructed entirely without the travelled
part of the road of the 30 feet surface and must be made by
sloping from the exterior line of the travelled part of said road
two and a half feet at an angle of twenty four degrees or two and
one half feet slope to one foot rise to be measured horizontally
with the base or chord line of the crown of the road; they must be
worked parallel with the center line of the travelled part of the road
without unnecessary curvature in their direction and must gradually
descent with a smooth even surface in the direction of the road towards
the point of discharge in such manner that no water can permanently
stand by the road sides over swamps or meadow land where the
road is made by embankments and is liable from its weight to
settle or sink through the mud; the side ditches will in no instance
be allowed on the side of hills where the road is made partly
by embankment and partly by excavation the road must be bounded
in manner before mentioned from the edge of the interior slope of the
ditch on the uphill side to the center, and from thence to the
edge or downhill side must be made evenly or quite level.

All sides of excavations or embankments where the materials are
of a loamy or adhesive character must be made at an angle not
exceeding forty five degrees, where the materials are loose gravel or
sand the angle must not exceed thirty degrees from a horizontal
line or two feet slope to one foot rise. Road road must be firmly
and substantially surfaced where railing is necessary for the safety and
convenience of the traveller the railing must consist of straight hand-
some chestnut poles not less in any part than five inches in
diameter and be securely fastened with iron bolts to stones or
chestnut posts two feet high above the face of the road not less
than eight inches in diameter and imbedded in the earth or
embankment not less than three feet and not more than twelve
feet distant from each other from center to center.

June Meeting 1872

When the sides of embankments are constructed or secured with substantial well-laid stone walls three feet high above the face of the road and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splittings of said railing must be made on the summit or top of some one of the stone supports aforesaid by chamfering the joining ends of each of said posts or joists at least one foot in length in such manner that the chamfered faces will fit and lie close together with the iron bolt aforesaid passing directly through the center of said joining or splitting. On a stone wall built in a substantial and workmanlike manner two and a half feet high above the face of the road not less than two feet in thickness at its base and fifteen inches at its top and placed on a good bank wall may be substituted for the railing aforesaid. In all places where it is necessary to have railing the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing to be firmly and permanently placed in the embankment with the interior or inside thereof not less than 2 feet within the edge of the slope of the embankment and without in any manner obstructing or interfering with said 20 feet for the travelled part of the road.

When the sides of embankments are constructed or secured with substantial well laid stone walls instead of the earth slopes before mentioned (and when the materials can be obtained at a reasonable expense this kind of structure will be required) said walls must be built back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular. The road must be worked to no greater width than twenty four feet on the top or face of the embankment to furnish a firm support to the railing and the twenty feet clear of all obstructions for the travelled part of the road as aforesaid.

All bridges must be constructed with substantial well laid stone abutments and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material and a crowning of the road of 12 inches in addition; except the span of the arch or arches of a bridge which need not be more than one foot on the chord where it may be covered with good chestnut or white oak three inch planks. Whenever a bridge is covered with planks the top of the planks must be at grade and a stick of chestnut lumber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge.

for securing the edge of the plank against any injury from wheels
in their passage to and from said bridges. All bridges must be
made twenty four feet long measured at right angles with the
direction of the road and be substantially and properly raised to the
height of three feet and to the width of not less than 20 feet below
the railing clear of all obstructions. All necessary sluiceways must
be made of the same length as the bridge and be measured in
the same manner with good firm straight stone sides or
abutments not less than ten feet apart and 18 inches high
and be covered with the same material with a top covering
of not less than twelve inches of good gravel or some other
good material and the road over said sluiceways must be
covered 12 inches in addition. The owner of land over which
said road is located retain the legal right to construct either
culverts or frame bridges across and underneath the road for their
accommodation and convenience provided they do not thereby encroach
the right or descent in the grading of the road as hereafter
described and construct said culverts or bridges in manner provided,
for the bridge and the said culverts when placed in must
forever after be maintained by such owner thus built or repaired
in good repair and in such condition as to render them safe and
convenient for the traveller. In grading the road wherever same
must be used in front of any dwelling house or other building
where an excavation is required to leave the side bank thereof
nearest said building in the best shape for placing in a bank
wall if the owner of said building shall so elect otherwise so to
slope such side bank as to cause the least possible injury to
said building or the appurtenances thereto provided however when
such passage ways cannot be made safe and convenient by sloping
as aforesaid culverts shall be constructed for that purpose. Whenever
an embankment is directed in front of a dwelling house or other
building it must be constructed and sloped on that side of the
travelled way nearest said building in such manner as to render
the road safe without the aid of railing (for in such case no
railing can be allowed) and in such manner as to leave all property
near to and from said building as perfect and as nearly in their
present shape as may be.

Trees that have been planted or saved beside the proposed travelled
way by the owner of land over which said location is made
whether for the shade they give or the shade and ornament they
furnish to the farms adjacent are not to be removed or injured.

June 2nd 1873

unless the construction and safety of the road absolutely require it
And it is further ordered that all other roads crossing intersecting or
connecting with the road aforesaid be raised or lowered and be
widened at the points of their said crossings intersections or connections
therewith so as under them properly safe and convenient for the
traveler. And it is further ordered that the grading of the road
aforesaid which is within the town of Palmer or descent from a
horizontal line hereinafter mentioned. And said grading is as
follows to wit: Said road will be built on the following grades
commencing at the westerly end of the same in the center of the
location and the middle of the travel of the existing highway thence
descending by a uniform grade to a level with the top of the rails
of the Springfield Athol and Northeastern R.R. and at a point ten
feet westerly from the center of the same thence level twenty
crossing said Railroad tracks at grade; thence descending by a
uniform grade of 5.76 ft per 100 ft to a point in range of the north
line of the Stone East Mills; thence descending by a uniform grade
of 12 ft in 100 ft for 350 ft thence level to a point 2 ft westerly
of the Otis Company's Canal; thence ascending by a uniform grade
to the top of the rails of the turnout leading to said Otis
Company's yard; thence level with the top of the rails aforesaid for
150 ft; thence ascending by a uniform grade to the middle of the
travel in the present highway taken in the center of the location.
The Bridge across the Chicopee River will be in three spans
of 33 ft each and will require two abutments and two piers.
The masonry for the bridge will be of two classes, viz: the
abutment on the south side will be of first class rubble work
laid dry without any grout in the face of the work, the
joints well broken the work well bonded with a proper proportion
of headers reaching through the wall. The abutment will be
twenty feet long on top and four feet thick with a wing
running up stream forty feet, the face of the wing at that point
will be on a line with the bank of the river, and the end of the
wing will be four feet thick and four feet high. The wing on
the down stream side will be 30 ft long and run back at an
angle of 45° with the face of the abutment, and will be three feet
thick and four feet high at the end. Both wings will step up on
the top regularly from the top of the end to the top of the abutment.
The abutment and wings will be built with a ratio of $\frac{1}{4}$ of an
inch per foot both front and back and the thickness of the
wall on the bottom will be four feet and one and one half inches.

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additional for each foot below the top of the abutment.
The piers will be of split stone of good size laid dry in irregular courses, and the beds and heads pointed off sufficiently to bring them to good bearings without the use of pinning. The joints will below the work well be rounded on stone on the face of the work to be laid on its edge a proper proportion of headers thus of which one every course shall reach into the wall at least five feet.

The piers will be 30 ft long by 5 ft wide on top and with a label on each side and end of $\frac{1}{2}$ of an inch to a foot and the size at the bottom will be governed by the height.

The foundation for the abutment and piers will be excavated four feet below the bed of the River unless ledge should be met with sooner and in either case must be brought to a good level surface and the bottom stone must have a good bearing on its whole bed. The abutment on the north side will be built on the present wall but must have a sufficient number of headers to cover the backing at the top of the wall in good shape but otherwise may be of the same class of work as the abutment on the south side. It must also have sufficient wing on both walls to protect the Canal of the Erie Company by the said mill.

The top of the masonry will all be 2 ft 11 inches below the grade of the road.
The bridge across the Schuylkill River will be built of wood in three spans of fifty feet each in the clear and fifty-four feet each total length with a roadway eighteen feet wide in the clear. The bridge will be of straining beam pattern the frame of best clear White Chestnut or clear southern or western pine and the timber and iron used for said bridge will be the same number of piers of such size and framed in the manner as is shown on a plan of one span of the same drawn by Geo. A. Ellis and attached to this order. The end of all bolts and will be secured by suitable nuts, washers and plates and the entire wood masonry work will be performed in the most thorough skillful and workmanlike manner.

The floor beams will be covered by three inch round square edged Chestnut planks well spiked down and the joints below at least three times in the width of the bridge with a joist not less than four feet each time. The entire length of the bridge will be shalldes up on suitable scantling three and one half feet above the top of the floor and each side of the entire truss on the top of the same and all covered with a suitable cap-board.

June 21st 1873

and the sheathing and cap boards will be painted with three coats of
purple paint and oil.
The Bridge across the Canal will be of the simple Steining Beam
and Middle Beam pattern with the middle beam supported from
the point of the Steining beam by an iron rod not less than 10
inches in diameter. The stringers of the Bridge to be 12" x 12", the
middle beam 12" x 12", Floor Timbers 6" x 12" running from the wall
plate across the middle beam and placed not over two feet apart
center to center and planted the entire width of the bridge
with three inch plank the Steining beam to be bound tightly to
the middle beam by a brace 5 x 8" secured by a 1/2 inch iron rod the
foot of the brace projecting three feet from the side of the stringer
and the top of the Steining beam rising six feet from the top
of the stringer. The material workmanship sheathing and painting
to be the same as the River Bridge.

The County Commissioners having heard all persons and corporations
in relation to the question of damages who expressed a desire to be
heard have considered and adjudge that the sum of one hundred and
twenty dollars be paid James Rosbottom \$120.00
in full compensation for all damages which he will sustain
in consequence of the foregoing location of a highway.

No other persons or corporations having appeared to claim damages
and in the opinion of the Commissioners none are entitled to
damages none are awarded.

The owners of land over which said highway is located
are allowed until the tenth day of July A.D. 1873 to remove
their timber trees and fences therefrom.

And it is ordered by the County Commissioners that the
Town of Palmer cause the foregoing construction of highway
to be made and completed on or before the first day of
October A.D. 1873.

And it is further ordered by the County Commissioners that
upon the completion and acceptance of said highway by the
County Commissioners so much of the aforesaid old road
as lies between the Springfield road aforesaid and the
Verbury line of Springfield Athol and Northwestern Rail
Road shall be discontinued as a highway.

James J. Scoville being disqualified to act as County
Commissioner on account of residence Simon B. Southworth
Special Commissioner was called and acted in his stead.

(over)

William H. Greaves County
George A. Townsley } Commissioners
J. H. Southworth } Special Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered is accepted and the road established as and for a public highway

Springfield Athol & Northampton
R.R. Co. for the use of said bridge
12
of Fetus Hittins
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To the Honorable County Commissioners in and for the County
of Hampden and Commonwealth of Massachusetts

Respectfully represent the Springfield Athol
and Northampton Railroad Company that for the purpose of
locating and constructing the extension of this Railroad from
Barnett Junction to Springfield they have taken land in said
Springfield owned by the heirs of Fetus Hittins said tract of
land being a strip five rods in width through their premises
extending from land of the Boston and Albany Railroad Company
on the Northeast to land of Col. J. M. Thompson on the Southwest
and containing about one acre and 145 rods

And your petitioners have been unable to agree with said heirs
for the damage done them by reason of taking said land, wherefore
they request your honorable board after due notice given to said
said premises and to award said heirs such compensation as
in your opinion shall be just and proper

Springfield Athol & Northampton R.R. Co.

By Willis Phelps President

Springfield April 1. 1873

Upon the foregoing petition the County Commissioners having
caused due notice to be given of the time and place when and where
they would meet to view the premises and hear the parties met at
the Court House on Wednesday the twenty fourth day of April and by
adjournment on Saturday the 30th day of May and by adjournment on
Sunday the twentieth day of June A.D. 1873 and now having examined
the premises and heard the parties after due consideration do determine
and award that the said Rail Road Company shall pay to the
heirs of Fetus Hittins the sum of four hundred & fifty dollars

Wm. H. Greaves

J. R. Townsley } County Commissioners
J. H. Southworth }

Just satisfied

To the Honorable County Commissioners in and for the County of
Hampden Commonwealth of Massachusetts

Respectfully represents the Springfield
Athol and Northeastern Railroad Company that for the locating of
their Railroad and for Depot and Station purposes they deem it necessary
to take two parcels of land in Springfield owned by the heirs of Peter
Stebbins said parcels both lying outside of and adjacent to their
location and described as follows. The first parcel situated on the
Northwesterly side of their location is bounded Southeasterly on said
location Southwesterly ninety one feet on land of Col. J. M. Thompson
and Westerly and northerly on Factory Street and contains four 1/2 rods
The second parcel situated on the Southeasterly side of their location
is bounded Commencing at the Northwesterly corner of said parcel
at corner of land of the Boston and Albany Railroad Company
with the location of the petitioners thence Southwesterly by said
location and two and one half rods distant from the center
thence to land of Col. J. M. Thompson thence Southeasterly by land
of said Thompson 33 1/2 feet thence Northerly by land of said
Thompson in a straight line to land of said Boston and Albany
Railroad Company at a point one hundred feet distant from
the center of petitioners location measured at right angles thence
thence by land of said Boston and Albany Rail Road Company
to the point of beginning containing about 4 acres 1 1/4 rods

Wherefore your petitioners request that after due notice given
you will view said premises and authorize said Springfield
Athol and Northeastern Railroad Company to take the same
And your petitioners further request that if you grant them
the authority asked for you will then award said Stebbins
heirs such compensation for the damage occasioned them by
reason of taking said land as in your opinion is just & proper.

Springfield Athol and Northeastern Railroad Co

By Willis Phelps President of the

Springfield April 1. 1873

Wherefore the foregoing petition the County Commissioners having
caused due notice to be given of the time and place when and
where they would meet to view the premises and hear the
parties met at the Court House on Wednesday the twenty fourth
day of April and by adjournment on Saturday the first day of
May and by adjournment on Tuesday the twentieth day
of June 1873. And now having viewed the premises and

June meeting 1873
Springfield Athol and Northeastern Railroad Co
Athol & Boston to take
land belonging to the heirs
of Peter Stebbins and heirs

heard the parties after due consideration said Commissioners do
 adjudge that said Rock Road Company be authorized to take the
 two parcels of land as prayed for in said petition to wit: the first
 parcel situated on the Northwest side of their location is bounded
 Southeast by said location Southwest by sixty one feet one
 land of Col. J. M. Thompson and West by West by on Colby
 street and containing one acre and one half rods. The second parcel is
 situated on the Southeast side of their location is bounded
 as follows. Commencing at the Northwest corner of said parcel
 at corner of land of the Boston and Albany Railroad Company
 with the location of the petitioners, thence Southwest by said
 location and two and one half rods distant from the center
 thereof to land of Col. J. M. Thompson thence Southeast by
 land of said Thompson 33 1/2 feet thence North by land
 of said Peter on a straight line to land of said Boston and
 Albany Railroad Company at a point one hundred feet
 distant from the North of petitioners location measured at
 right angle thence thence by land of said Boston and Albany
 Railroad Company to the point of beginning containing about
 4 acres 13 1/2 rods - and said Commissioners having considered the
 question of damages do award and determine that the said
 Springfield and Western Railroad Company shall
 pay or cause to be paid to the said heirs of Peter Robbins
 the sum of fifteen hundred and fifty dollars the same being
 in full for the taking of the two parcels of land as aforesaid.

Witness My hand

Chas. B. Townshend } County Commissioners
 J. B. Brown }

Judgt. satisfied

Mayors Aldermen of Springfield
 to lay out a street
 continuation of East Street
 in Springfield
 1873

To the Honorable the County Commissioners for the County of Hampden

The undersigned Mayor and Aldermen of the City of
 Springfield respectfully ask your permission to lay out a street in
 continuation of East Street across the Boston and Albany Railroad at a point
 eight above said railroad.

Samuel B. Spencer & Mayor

George W. Ray

W. H. Patch

E. Wright

J. C. Hawkins

J. A. Tift

Aldermen

Springfield May 12, 1873

June Meeting 1873

The foregoing petition was presented to the County Commissioners at a regular adjourned meeting held on the fourth day of May in the year of our Lord one thousand eight hundred and seventy three. At which meeting the Commissioners during a view of the premises expedient appointed Tuesday the twenty fourth day of June then next and two o'clock in the afternoon at the New Freight House of the Boston and Albany Rail road in Springfield as the time and place for viewing the premises and caused a copy of said petition to be served upon the clerk of the City of Springfield and the Boston and Albany Rail Road Company said City being the City within which such permission is prayed for thirty days at least before the time appointed for said view and also caused abstracts of said petition containing the substance thereof to be posted in two public places in said City and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Mercur a newspaper published in said County said petition and the last publication of said copy having been fourteen days at least before the time appointed for said view and before said view was had said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view and on the said twenty fourth day of June the Commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same the Commissioners there determined to hear the parties at the ^{proper} time of said view and having heard the parties said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition and after considering the same said Commissioners did there and there adjudge that common convenience and necessity require that the prayer of said petition be granted.

George R. Townsley being disqualified to act as County Commissioner Sirhom G. Southworth was called and acted in his stead

Wm. H. Lewis County
J. D. Sporns Commissioners
S. G. Southworth Special Commissioner

To the County Commissioners for the County of Hampden
The undersigned
your petitioners respectfully represent that the public convenience and
necessity require the construction of a bridge across the Connecticut

J. A. Thompson & Co. petitioners
for a Bridge between
Springfield & Ware
53

Now it is near the Aqueduct ferry between the City of Springfield and the town of Agawam authority having been granted the County Commissioners by Act of the present Legislature to build the same. Therefore your petitioners respectfully ask your Honor to order the premises and locate a Bridge in accordance with said Act and cause the construction of the same between the City of Springfield and town of Agawam where you in your judgment shall deem expedient for all parties who may be interested as in duty bound will ever pray

Springfield April 28th 1873

J. McThompson & others

The foregoing petition was introduced at a meeting of the County Commissioners begun and holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord one thousand eight hundred and seventy three at which meeting the Commissioners hearing a view of the premises expedient appointed a time and place to view the premises and direct a notice of the same to be given and said petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed.

Springfield, Athol & Northampton
R.R. Co. for Authority to
take land of the Donnelly

57

To the Honorable County Commissioners in and for the County
of Hampshire Commonwealth of Massachusetts

Respectfully against the

Springfield, Athol and Northampton Railroad Company that for
stationary purposes they desire a certain tract of land situated
near Springfield in the City of Springfield in said County
said tract being bounded and described as follows: The beginning
at the Southwesterly corner of the same by the Easterly side of
Spring Street and on the Southerly line of a private way called
Columbia Street thence Easterly on the Southerly line of said
Columbia Street four hundred (400) feet to the Easterly line of a
Private way called Winter Street thence Northerly on the Easterly line
of said Winter Street fifty (50) feet to land of Andrew Behan
thence Easterly by land of said Behan one hundred (100) feet to
land now the property of James H. Pease thence Northerly by said
Pease land fifty seven (57) feet to land of your petitioners thence
Westerly by land of said petitioners twenty five (25) feet thence
Northerly by land of your petitioners nineteen and three fourths (19 3/4)
feet to a point five rods distant Southerly from land of the

Boston and Albany Railroad Corporation thence Westly parallel with the southerly line of land of said Boston and Albany R.R. Corporation and four rods distant thence to the Westly side of a forty foot Avenue at land of your petitioners thence Southwesterly by land of your petitioners to Spring Street thence Southly by said Spring Street to the point of beginning

And the names of the owners of the different parcels embraced in said tract so far as is known to your petitioners are as follows: Thomas Donnelly, Patrick Howard, John Campbell, Andrew Behan, and Michael Fitzgerald all of said Springfield

Wherefore your petitioners request that after due notice given you will view said premises and grant them authority to take said tract or any part thereof

Springfield Athol & Northampton Railroad Co.

By Willis Phelps President

Springfield May 9th 1873

The foregoing petition was entered at a regular adjourned meeting of the County Commissioners holden on the fourteenth day of May eighteen hundred and seventy three at which meeting the Commissioners caused due notice to be given to all parties interested of the time and place where and when they would meet "not" the parties at the Court House on Tuesday the twenty fourth day of June and by adjournment on the twenty fifth day of June A.D. 1873 And now having viewed the premises and heard the parties after due consideration said Commissioners do adjudge that said Rail Road Company be authorized to take the parcel of land as prayed for in said petition to wit, Beginning at the Southwesterly corner of the same by the Easterly side of Spring Street and on the southerly line of a Private way called Columbia Street thence Easterly on the southerly line of said Columbia Street four hundred (400) feet to the Easterly line of a Private way called Winter Street thence Northly on the Easterly line of said Winter Street fifty (50) feet to land of Andrew Behan thence Easterly by land of said Behan one hundred (100) feet to land now or formerly of James H. Pease thence Northly by said Pease land fifty seven (57) feet to land of your petitioners thence Westly by land of said petitioners twenty five (25) feet thence Northly by land of your petitioners nineteen and three fourths (19 3/4) feet to a point five rods distant Southly from land of the Boston and Albany Rail Road Corporation

thence westerly parallel with the easterly line of land of said Boston and Albany Rail Road Corporation and five rods distant therefrom to the westerly side of a forty foot Avenue at land of your petitioners, thence southerly by land of your petitioners to Spring Street thence southerly by said Spring Street to the point of beginning

Wm. H. Sears } County
J. H. Townsend } Commissioners
J. A. Perkins

Cornelius Southwick
not for g't of Damages
Town of Holyoke

To the Honorable Board of County Commissioners for the County of Hampden

Your petitioners Cornelius S. Southwick, Waitstill H. Ellis and Peter Ellis all of Springfield in said County respectfully represent that the Town of Holyoke under the authority of Chapter 62 of the acts of 1872 have taken and hold the waters of Whaley and Wrights Ponds as well as in said Ponds and the waters which flow into and from the same and have taken and hold Ponds, and constructed dams, ditches & structures and have and performed many other acts to enable said Town to have and receive the said waters your petitioners further represent that they are the owners of large tracts of wet lands a description of which is here annexed in the copy of the deeds which are made a part of this petition, marked "A" & "B" also of large and valuable buildings, mills, machinery, water privileges and rights, canals, churches and that by the acts and doings of said Town heretofore described, their aforesaid lands, buildings, mills, machinery, water privileges & rights are greatly injured and they now have suffered and must ever suffer great loss and damage by reason of said acts of said Town. Wherefore they pray as much they cannot agree with the Town upon the amount of such damage that your honorable Board assess the same.

Cornelius S. Southwick
Waitstill H. Ellis
Peter Ellis
By their Attys
Stearns & Knowlton

The foregoing petition was continued at a meeting of the County Commissioners holden on the fourth Tuesday of June next

June Meeting 1873

hundred and twenty three at which meeting the Commissioners having cannot due notice to be given of the time and place of meeting met the several parties at the Court House in Springfield on Saturday the twentieth day of September A.D. 1873 at 2 o'clock in the afternoon and by adjournment at the same place on Wednesday the first day of October A.D. 1873 at which time the parties were heard and after due consideration said Commissioners award and determine pro forma that the said Town of Holyoke shall pay to the said Cornelius S. Hulburt and Waitstill H. Ellis as damages sustained by reason of taking and holding the water as aforesaid the sum of one dollar.

Attest
 Wm. H. Lewis
 J. R. Townley County Commissioners
 J. S. Loomis

Mr. Wells Bridge County Treasurer is authorized to borrow County Treasurer authorized of the Third National Bank of Springfield for County purposes to borrow \$30,000 a sum not exceeding Thirty Thousand Dollars and to execute and deliver a note or notes to that amount

To the Honorable Commissioners of Hampden County Nathan Root pet. to
 Gent. I hereby make be licensed to make application to your honorable board for permission and authority to manufacture spirituous or intoxicating liquor (to wit Cider brandy) at or near Chester West Village in said Town of Chester in accordance with the law in such cases made and provided
 Chester July 3. 1873
 Nathan Root

The foregoing petition was entered at the meeting And now on the second day of August in the year of our Lord one thousand eight hundred and seventy three the said Nathan Root is licensed to manufacture spirituous at his till in Chester West Village and to sell the same in quantities of not less than thirty gallons to be exported or used in the arts or for mechanical and Chemical purposes in this state and such authority shall continue for the term of one year from the date hereof unless sooner revoked or annulled And the said Root having given bonds according to law a Certificate is issued therefor

Accounts
\$2146.82

undry accounts being now presented are allowed amounting to the sum of thirty seven thousand one hundred forty one dollars and two cents and the same are ordered to be paid from the County Treasury.

Hampton, S.S. October 1st 1873

Judgment is entered up according to Reporters and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest Robert O. Morris Clerk

October Meeting 1833

Commonwealth of Massachusetts

Harpden ss

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Harpden on the first Tuesday of October being the seventh day of said month and by adjournment on the sixth to the seventeenth day of said month on the fifth eighteenth twentieth twenty fifth days of November on the nineteenth to the tenth & fifteenth days of December in the year of our Lord one thousand eight hundred and twenty three

Present William M. Lewis Esq Chairman

James L. Morris "

George R. Jewell "

County Commissioners

To the County Commissioners of the County of Harpden

Whereas at the annual Town meeting held in this town on the 4th day of April last having an article in the warrant for said meeting (viz) To see if the town will appoint a committee to make an examination of the records of the Linsbury Road and make surveys and ascertain its bounds and open it to its full width. And that the Selectmen be authorized to petition the County Commissioners to lay the highway in Southwick known as the Linsbury Road beginning at the Town line between Westfield and Southwick near the House of Simeon Pondleton in said Southwick running southerly through Southwick village to the Corn. line near the house of Chandler Dibble in said Southwick. And we request that your Honorable Board will view the premises and lay said highway at your earliest convenience And your petitioners will ever pray
Southwick August 23. 1830

Selectmen of Southwick
pet for new location of highway in Southwick
2

M. A. Moore } Selectmen of
Marcus Phelps } Southwick

The foregoing petition was voted at a meeting of the County Commissioners holden on the twenty third day of August in the year of our Lord one thousand eight hundred and twenty At which meeting the Commissioners during a view of the premises expedient appointed Tuesday the seventh day of October next and ten o'clock in the forenoon at Curtis Hotel in Southwick as the time and place for viewing the premises and caused a copy of said petition to be served upon the clerk of the town of Southwick being the town within

such relocation is proper for thirty days at least before the
 time appointed for said view and also caused abstracts of said petition
 containing the substance thereof to be posted in two public places in
 said town and also gave notice to all persons interested by causing
 a copy of said petition to be published three weeks successively in the
 Springfield Daily Herald & newspapers published in said County said
 posting and the last publication of said copy having been featured
 day at least before the time appointed for said view and before said
 view was had said Commissioners gave notice in like manner as
 described in the foregoing notice of the petition to all persons
 interested of the time and place for commencing said view. And on
 the said eleventh day of October the Commissioners met at the
 time and place appointed and proceeded to view the premises
 and having viewed the same and heard the parties the further
 consideration thereof was deferred till the next regular adjourned
 meeting of the Commissioners held at Springfield aforesaid on the
 twelfth day of October then met at which meeting the said
 Commissioners proceeded to consider and adjudge upon the prayer
 of said petition and after considering the same said Commissioners
 did adjudge that common convenience and necessity require that the
 prayer of the petition should be granted and after adjourning as
 aforesaid said Commissioners appointed Wednesday the eighth
 day of November then next at ten o'clock in the forenoon
 at Cresta Hotel in said Southwick as the time and place
 where and where they would meet and proceed to relocate the
 road aforesaid and the said Commissioners having given notice
 of the adjournment and the time and place appointed for such
 relocation in the same manner as the notice and publication
 was given and made and as is by law in such case made and
 provided before proceeding to view except publishing an abstract of said
 petition instead of a copy thereof on the said eighth day of November
 met and proceeded to adjourn the location to Tuesday the twenty
 first day of said November and from ^{that} time to time to Friday
 the twentieth day of November A.D. 1873 where said Commissioners
 met and proceeded to locate said highway as follows to wit
 Beginning at a stone monument on the East side of the road
 and thence 85° East 46 feet from a stone monument on the
 Connecticut State line thence curving $N 5^{\circ} E$ 1708 feet to a stone
 monument passing the South West Corner of Charlotte Dibles
 barn at a distance of 246 feet from the first mentioned
 monument thence $N 7^{\circ} W$ 338 feet to a stone monument thence

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N 11° 30' E. 1425 feet to a stone monument; thence N 11° 35' E. 1014 feet to a stone monument said monument being in a line with and twenty feet from the North side of W. R. McCormick's house; the road being thirty feet wide at this point. Thence N 17° 10' E. 286 1/2 feet to a stone monument the road being at this point 55 feet wide; thence N 31° 40' E. 188 feet to a stone monument the road being at this point 55 feet wide; thence N 46° 50' E. 180 feet to a stone monument road being 65 feet wide at this point; thence N 67° 30' E. 234 1/2 feet to an oak tree on line between W. R. McCormick and John Gilman's road being 53 feet wide at this point; thence N 31° 40' E. 340 feet road being 55 feet wide at this point; thence N 31° 40' E. 533 feet to a stone monument said monument being in a line with and 33 1/4 feet from North side of John Gilman's house. the road being 55 feet wide at this point. Thence N 37° 15' E. 335 feet to a stone monument road being 55 feet wide at this point; thence N 31° 35' E. 703 feet to a stone monument road being 55 feet wide at this point; thence N 45° 15' E. 188 feet to a stone monument road being 51 feet wide at this point; thence N 46° 45' E. 433 feet to a stone monument road being 51 feet wide at this point; thence N 47° 05' E. 36 feet to a point 17 1/4 feet from the West corner and in line with the South side of Charles Pettit's house; thence same course 361 feet to a stone monument; thence N 42° 30' E. 132 feet to a stone monument; thence N 38° 30' E. 177 feet to a stone monument on line between Sardis Pettit and Henry C. Pettit; thence N 37° 10' E. 1143 feet to a stone monument the road being 50 feet wide from the last mentioned width to this point; thence N 37° 31' E. 338 feet to a stone monument on line between Henry C. Pettit and Seth Pettit the road being 65 feet wide at this point; thence N 36° 50' E. 520 feet to a stone monument standing 16 feet from the North corner and in line with the North side of the Methodist Church road being 51 feet wide at this point; thence N 35° 50' E. 260 feet to a stone monument road being 56 feet wide at this point; thence N 17° E. 380 feet to a stone monument road being 56 feet wide at this point said monument standing on line between Seth Pettit and P. M. Forward; thence N 15° 45' E. 453 feet to a stone monument the road being 53 feet wide at this point; thence N 11° E. 725 feet to a stone monument standing 35 feet from the North corner and in line with the North side of C. L. Miller's house road being 63 feet wide at this point; thence N 13° 30' E. 837 feet to a stone monument road being 63 feet

wide at this point thence $N 73^{\circ} 30' E$ 111 feet to a stone monument
 standing 14 1/2 feet from the North East corner and in line with the
 North side of Mrs. W. Harringtons house the road being 63 feet wide
 at this point thence $N 6^{\circ} E$ 134 feet to a stone monument road
 being 52 feet wide at this point, thence $N 22^{\circ} 45' E$ 156 feet to a
 stone monument road being 77 feet wide at this point, thence $N 15^{\circ} E$
 75 feet the road being 66 feet wide at this point, thence
 same course 334 feet to a stone monument road being 53 feet
 wide at this point, thence $N 23^{\circ} 15' E$ 225 feet to a stone
 monument road being 11 1/2 feet wide at this point thence
 $N 37^{\circ} 25' E$ 88 feet to a stone monument road being 9 1/2 feet
 wide at this point the width being measured on line bearing
 $N 13^{\circ} 30' W$ thence $N 77^{\circ} 40' E$ 163 feet road at this point being
 71 feet wide, thence same course 613 feet to a stone monument
 standing 13 1/2 feet from the North corner and in line with the
 East side of Ebenezer Smiths house, road being 51 feet wide
 at this point thence $N 75^{\circ} 30' E$ 271 feet to a point 8 1/2 feet
 from the South corner and in line with the West side of
 Luther Marsons house thence same course 47 feet to a stone
 monument road being at this point 50 feet wide thence $N 62^{\circ} E$
 120 feet to a stone monument road being 46 feet wide at
 this point thence $N 57^{\circ} 15' E$ 416 feet to a point 12 1/2 feet from
 the North East corner and in line with the East side of Moses
 Whites house thence same course 576 feet to a stone monument
 standing 26 feet from the North West corner and in line with
 the West side of house belonging to heirs of David W. Humphrey
 road being 60 feet wide at this point thence $N 54^{\circ} 10' E$ 477
 feet to a stone monument road being 60 feet wide at this
 point, thence $N 67^{\circ} 30' E$ 336 feet road at this point being 66
 feet wide thence same course 60 feet to a stone monument
 standing on division line between Joseph and Geo Wilcomer road
 being at this point 63 1/2 feet wide, the above mentioned line
 paper is put from the North corner of Joseph and Geo Wilcomer
~~road being at this point 63 1/2 feet wide the above mentioned~~
~~line paper is put from the North corner of Joseph Wilcomer~~
 house thence $N 54^{\circ} 15' E$ 323 feet to a stone monument road
 being 46 feet wide at this point thence $N 53^{\circ} 45' E$ 363 feet to a
 stone monument road at this point being 70 feet wide, thence
 $N 53^{\circ} E$ 38 feet to a point 16 feet from the North West
 corner and in line with the West side of Samuel Rockwells
 house thence same course 525 feet to a point 33 feet

October Meeting 1853

from the North East corner and in line with the East side of
Supreme St. Georges house the road at this point being 80 feet wide
thence same course 126 feet to a stone monument thence $N 62^{\circ} 40'$
 $E. 112$ feet to a stone monument the road at this point being 9 1/2
feet wide thence $N 46^{\circ} 41' E. 333$ feet the road at this point being
75 feet wide thence same course 130 feet to a stone monument
road at this point being 84 feet wide thence $N. 33^{\circ} 05' E. 24 1/2$ feet
to a point 17 feet from the West corner and in line with the
South side of Mrs M. D. Fields house thence same course 207 1/2 feet
the road at this point being 60 feet wide thence same course 132 1/2
feet to a point 66 1/2 feet from the South corner and in line with
the South side of Robert Rogers house the road being at this
point 54 feet wide thence same course 481 feet to a stone
monument the road being at this point 64 feet wide thence
 $N 81^{\circ} 40' E. 534$ feet to a point 64 feet wide thence $N 81^{\circ} 40' E. 534$
feet to a stone monument standing on the North side of the
Agawam and Springfield roads, road at this point being 65 feet wide
thence $N. 81^{\circ} E. 24 1/2$ feet to a stone monument standing 13 1/2 feet
from the West corner and in line with the South side of house
belonging to heirs of David Fowler road being 57 feet wide at this
point thence $N 23^{\circ} 35' E. 328$ feet to a stone monument road
being 32 feet wide at this point thence $N 15^{\circ} E. 526$ feet to a
point 4 1/2 feet from the South West corner and in line with
the South side of Mrs Hitchcock's house thence same course 215
feet to a stone monument road at this point being 61 feet
wide thence $N 10^{\circ} 15' E. 253$ feet to a stone monument road
being 58 feet wide at this point thence $N 5^{\circ} 55' E. 427$ feet
to a stone monument road being 58 feet wide at this point
thence $N 3^{\circ} 31' E. 313$ feet to a stone monument standing
15 feet from the North corner and in line with the North
side of Nathrop (Bryngton) house road being 55 feet wide
at this point thence $N 2^{\circ} 35' W. 347$ feet to a stone
monument road being 66 feet wide at this point thence
 $N 12^{\circ} 35' W. 925$ feet to a stone monument road being
56 feet wide at this point thence $N 28^{\circ} 45' W. 1183$ feet to a
stone monument standing 71 feet from the North corner
and in line with the North side of John Barnes house
road being 56 feet wide at this point thence $N 10^{\circ} W. 117$
feet to a stone monument road being 54 feet wide at this
point thence $N 7^{\circ} 15' E. 287$ feet to a stone monument
road at this point being 50 feet wide thence $N 11^{\circ} 35' E. 319$

feet to a point 12 feet from the North corner and in line with
 the North side of Sullivan Fowler's house thence same course 279 feet
 to a stone monument standing 42 feet from the North corner and
 in line with the North side of Oliver's house road being 71
 feet wide at this point thence $N 32^{\circ} 30' E$ 376 feet to a stone
 monument road being 63 feet wide at this point thence $N 31^{\circ}$
 $10' E$ 267 feet to a stone monument standing at division line of
 John Barnes and H. K. Fowler road being 56 feet wide at this
 point thence $N 24^{\circ} 15' E$ 57 feet to a point 90 feet from
 the South corner and in line with the South side of H. K.
 Fowler's house thence same course 279 feet to a stone monument
 road at this point being 57 feet wide thence $N 26^{\circ} 30' E$ 285
 feet to a stone monument road being 67 feet wide at this
 point thence $N 29^{\circ} 30' E$ 566 feet to a stone monument
 standing 156 1/2 feet from the South corner and in line with
 the South side of Mrs. Nancy Fowler's house and in division
 line between H. K. Fowler and Huntington Perry road
 being 63 feet wide at this point thence $N 23^{\circ} 05' E$ 123.3
 feet to a stone monument road being 66 feet wide at this
 point thence $N 37^{\circ} 45' E$ 937 feet to the stone monument
 standing on the town line between the towns of Westfield
 and Southwick road being 66 feet wide at this point since
 stone being the town line stone.

The County Commissioners having heard all persons and
 Corporations interested in relation to the question of damages
 who expressed a desire to be heard thence consider and adjudge
 that the sum of twenty one dollars be paid to J. B. Holcomb 21.00
 And the sum of six dollars be paid to Edwin C. Wining 6.00
 And the sum of twenty ^{seven} dollars be paid to J. S. Wall 27.00
 And the sum of twenty five dollars be paid to John Barnes 25.00
 All in full compensation for all damages they will sustain in consequence
 of the removal location of highways.

No other persons or corporations having appeared to claim damages
 and in the opinion of the Commissioners none others are entitled to
 damages therefore none other are awarded.

The owners of land over which any portion of this location is made are
 allowed until the 1st day of January A.D. 1874 to remove their timber
 trees & fences therefrom.

Wm. M. Lewis

E. R. Townshy

J. J. Lewis

} County Comm.

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered is accepted and the road established as and for a public highway

To the County Commissioners of the County of Hampden

Respectfully

Fidelia Pitkin pet.
for a jury

represents your petitioner Fidelia Pitkin of Springfield in said County that the Board of Aldermen of the City of Springfield did on the thirtieth day of August 1868 lay out and establish an extension of Dwight Street in said Springfield from New Street to Lyman Street that your petitioner is the owner in fee and in her own right of a certain tract of land bounded and described as follows to wit Northwesterly by Harrison Avenue Easterly by land of Susan Willard and others Southerly by Dwight Street as occupied before the same was extended and land of Patrick Glenn and Westerly by other land owned by your petitioner, on which said land buildings are standing on and across which said land as aforesaid and a dwelling house standing thereon was ordered to be removed. Your petitioner further represents that the said Board of Aldermen on the 31st day of May 1869 estimated and awarded to her damages for the land so taken for said Street to wit for five thousand one hundred and ninety eight feet of land and also damages for the removal of said house. And your petitioner is aggrieved by said estimate and award both as to the amount awarded as damages for the land taken and as to damages for removing said house. Wherefore your petitioner prays that your Honorable body will issue a warrant for a jury to hear and determine her complaint in accordance the provisions of Law in such cases provided

Springfield May 16. 1871

Fidelia Pitkin

The foregoing petition was presented at an adjourned meeting of the County Commissioners holden on the thirtieth day of May in the year of our Lord one thousand eight hundred and seventy one where it was ordered that notice be given to the City of Springfield to appear before the County Commissioners at their meeting to be holden at Springfield within and for the

said County of Hampshire on the fifteenth day of June next at
 3 o'clock in the afternoon by serving the said Petitioner with an attested
 copy of said petition and of this order then and thenceforth days at least
 before the said fifteenth day of June that the said City of Springfield
 may then and there show cause why the prayer of said
 petition should not be granted. And this petition was further
 continued to a regular adjourned meeting of the County Commissioners
 holden on the tenth day of August eighteen hundred and seventy two
 where it was ordered that a warrant issue commanding the
 Sheriff of said County to summon a jury of twelve men to hear
 and determine the matter of said complaint set forth in said
 petition which warrant was duly issued on the thirteenth day
 of August eighteen hundred and seventy two and this petition
 was further continued from meeting to meeting to this meeting and
 now a certificate of the acceptance of said verdict is received from
 the Superior Court which certificate is as follows to wit:
 The Jurors impaneled by A. McDaniel Sheriff of said County to
 estimate the damages sustained by the above named Fidelity Pitkin
 by the laying out and extending of Dwight Street having first
 been duly sworn and having chosen Rufus Arnes Foreman
 by ballot after viewing the premises and hearing the evidence
 and the parties do find and estimate the damages of said
 Fidelity Pitkin by reason of the taking of land and buildings
 in laying out said street to be fifty seven hundred dollars and
 the verdict is that she recover said sum of said City for her
 aforesaid damages

Rufus Arnes Foreman

Ralph McKagg

Mr. H. Dickinson

Wm. Chapman

H. H. Harris

H. Mc Lyon

E. P. Labor

E. H. Coombs

J. A. Rogers

Horace Hills

Morgan Coombs

The costs upon said proceedings and recovered by said petitioner
 are taxed at one hundred and two dollars and fifty nine cents

Wm. S.

Robert C. Morris Clerk

J. L. Brewster petitioner
 vs
 the City of Springfield
 and the County of Hampshire
 vs
 the City of Springfield
 vs
 the County of Hampshire

To the Honorable County Commissioners for the County of Hampshire
 We the undersigned citizens of Blandford would respectfully
 represent that the public good and convenience require that a highway

be located and constructed commencing on Blandford main that is
 No 11 (as called) between the house of James Stuart and Spelman J. Stuart
 near the school house No 2 on Blandford and running a westerly
 direction and intersecting the highway near the house of John J.
 Tiffany and also to discontinue the road from near said Tiffany
 to the aforementioned street near the house of Lyman B. Cannon.
 We therefore pray your Honorable Board to view said petition and
 make such alterations as in your judgment may be just and proper
 Blandford July 1st 1871

J. A. Stuart & others

The foregoing petition was entered at a meeting of the County
 Commissioners begun and holden at Springfield within and for said
 County on the fourth Tuesday of June in the year of our Lord one
 thousand eight hundred and seventy one and said petition was
 continued from meeting to meeting to this meeting and now it is
 ordered that said petition be dismissed.

To the Honorable Board of County Commissioners for the County
 of Hampden

Henry Moother's petition
 for alterations of highway
 in Southwick & Agawam

The undersigned legal voters of the towns of Southwick
 & Agawam humbly represent that the County road leading from
 the dwelling house of Elmore Barber in Southwick to the brook
 North of the dwelling house of F. A. Johnson in Agawam is in
 many places narrow crooked and inconvenient for the public travel.
 Your petitioners would therefore ask your Board to view said
 highway and make such alterations and improvements as the public
 good safety and necessity require.

Henry Moother & others

The foregoing petition was entered at a meeting of the County Commissioners
 begun and holden at Springfield within and for said County on the
 second Tuesday of April in the year of our Lord one thousand eight
 hundred and seventy two when the Commissioners during a view
 of the premises appointed Tuesday the twenty eighth day
 of June then next and one o'clock in the afternoon at the
 house of Edmund Loomis in Agawam as the time and place
 for viewing the premises and caused a copy of said petition to be
 served upon the clerks of the towns of Agawam & Southwick
 being the towns within which such alterations and improvements

are granted for thirty days at least before the time appointed for said
said land sales and abstracts of said petition containing the substance
thereof to be posted in two public places in said town and also give
notice to all persons interested by causing a copy of said petition to be
published: These were accordingly in the Springfield Daily Republican
a newspaper published in said County said posting & the first
publication of said copy having been fourteen days at least before the
time appointed for said sales and before said time was had said
Commissioners gave notice in like manner as described in the
forgoing notice of the petition to all persons interested at the time
and place for commencing said sales And on the twenty eighth
day of June the Commissioners met at the time and place
appointed and proceeded to view the premises and having viewed
the same the further consideration thereof was deferred till the
next regular adjourned meeting of the Commissioners held at Springfield
aforesaid on the thirtieth day of July then met and from then
to Saturday the twenty eighth day of September then met at regular
adjourned meeting of the Commissioners at the Court House
at which time the parties were fully heard & the matter was
further continued to Monday the tenth day of March A.D. 1873
at which time said Commissioners further considered the
same and after consideration said Commissioners did then
and then adjudge that Corners Commence and necessity
require that the prayer of said petition should be granted and
after adjudicating as aforesaid said Commissioners appointed
Wednesday the fourteenth day of May then met and were elected
in the forenoon at the house of Edmund Morris in said
Agassaw as the time and place when and where they would
meet and proceed to make such alterations and improvements
and the said Commissioners having given notice of the adjudication
and the time and place appointed for locating said alterations &
improvements in the same manner as the notice and publication
was given and made and as it is by law in such cases made and
provided before proceeding to view (except publishing an abstract
of said petition instead of a copy thereof) on the said fourteenth
day of May said Commissioners met and commenced to locate and
without completing said location said Commissioners continued the
same to the next regular adjourned meeting of the Commissioners
and from thence from meeting to meeting to Thursday the
twenty eighth day of October then met when said Commissioners
met and completed said location as follows to wit:

Commencing at a stone monument on the southerly side of the high way and 14 1/2 feet from the dwelling house of Abner Rising in the town of Southwick and in line with the westerly side of said house then running south fifty seven degrees East two hundred and forty nine feet to a stone monument then South 48 1/2 degrees East one hundred and twenty one feet to a monument the width of highway on the two courses is fifty feet then South 27 1/2 degrees East two hundred and fifty seven feet to monument at Station No 8 1/2 then same course as the last to line of the state of Connecticut width of road at this station No 8 1/2 is 60 feet at state line 57 feet

Then commencing at an oak tree marked on the south side of the highway in front of the dwelling house of Lovatus Rising in the town of Agawam and running South 55 1/2 degrees East to connect out line and also from said Oak tree South 55 1/2 degrees East three hundred and ninety six feet to an Elm tree marked then North 65 degrees East one hundred and fifty four feet to monument then North 68 1/2 degrees East one hundred and eleven feet to monument the width of highway on the three last distances is fifty feet then North 74 degrees East three hundred and ninety six feet to monument the width of highway at this point increases to 56 feet then North 76 degrees East three hundred and ninety six feet width of road at this point 56 feet then South 10 1/2 degrees East one hundred and fifty feet to a monument standing on the easterly side of the Suffolk road the width of road at this point is 126 feet then North 13 degrees East on the East line of said Suffolk road and in line of J. Kings farm three hundred and sixty seven feet to monument the width of road at this point is 66 feet then North 33 degrees East two hundred and fifty nine feet to monument width of road 66 feet then North 35 degrees East three hundred and twenty one feet to monument width at this point 66 feet then North 32 1/4 degrees East three hundred and thirty four feet to monument width of road at this point 76 feet then North 76 degrees East four hundred and eleven feet to monument the width of road at this point and all the remaining ones are 66 feet then North 15 1/2 degrees East four hundred and thirty feet to monument then North 10 degrees East four hundred and forty feet to monument then North 68 1/2 degrees East four hundred and twenty four feet to monument then North 10 1/2 degrees East five hundred and fifty feet to monument then North 11 1/2 degrees East five hundred and fifty one feet

to monument then North 22 degrees East one hundred and eighty
 seven feet to monument then North 24 degrees East two hundred and
 eighty feet to monument then North 17 degrees East four hundred
 and twenty eight feet to monument then North 23 degrees East one
 hundred and eighty feet to the Southwest corner of Rufus
 McDonalds old barn then North 27 degrees East four hundred
 and twenty five feet to monument then North thirty five
 degrees East ninety five feet to monument then North 45 to
 degrees East four hundred and fifty feet to monument then
 North 36 1/2 degrees East one hundred and seventy feet to monument
 then North 30 1/2 degrees East five hundred and fifty feet to
 monument then North 17 degrees East 10 feet to monument
 then North 15 degrees East five hundred and twenty four feet
 to monument on the South side of the brook. The monuments
 are set on the left and right or right hand side of the
 location and the width of road is measured at right angles with
 the back sight of the course.

The road bed and ditch near station No 2 must be lower
 sufficiently to draw all the surface water from near the station
 No 2 & at No 3 a sluice must be constructed so as to remove all
 the surface water from the North to the South side of the
 road. From station No 4 to station No 5 the South bank of
 of the road must be left in a suitable condition to be used
 as a winter road. Between stations 12 & 13 a sluice or bridge must
 be constructed of suitable dimensions to carry off all the water
 also between stations No 14 & 15 & between 15 & 16 and all other
 places needed. Between station 22 & 23 the road bed must
 be widened on the West side so as to make the travelled
 part 22 feet in width with a suitable protection of the
 bank to prevent its washing by water from the pond also
 with suitable railings on each side. And it is ordered that all
 places between the termini where the water stands upon the
 road that it be turpiked and the ditch and sluice to be
 constructed in such manner so that the water be raised from
 the road bed in the best possible manner.

The said road must be judiciously crowned from the exterior
 of the sides of the travelled part thereof to its center to the
 height of 6 inches and the travelled part thereof must be
 worked to the width of 32 feet exclusive of the side slopes & ditches.

And it is ordered that the said towns of Southwick
 & Weymouth cause the road aforesaid which is within the limits

of the said towns of Southwick and Agawam to be made and completed in the most faithful and workmanlike manner on or before the first day of July A.D. 1874 and to the acceptance of the County Commissioners.

The County Commissioners having heard all persons and corporations interested in relation to the question of damages who appeared and to be heard thereon consider and adjudge that the sum of Twenty five dollars be paid to James King \$25.00

All in full compensation for all damages occasioned by the alterations of the highway as aforesaid.

No other persons or corporations in the opinion of the County Commissioners being entitled to damages therefore none are awarded.

The owners of land over which said alterations are located are allowed until the first day of December A.D. 1873 to remove their timber trees and fences therefrom.

Wm. M. Lewis
G. R. Townshend
J. S. Loomis } County Commrs

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered is accepted and the road established as and for a public highway.

To the Commissioners of the County of Hampden

The subscribers represent that public convenience and necessity require that a new highway be established in the town of West-Springfield to commence nearly opposite of the Cotton Mill of the Agawam Canal Company at Mattineague and run thence easterly on the northerly side of the Boston and Albany Railway to intersect Park Street near the foot of the sand hill road; and that in continuation of said route it should again begin on the southerly side of said Park Street at a point somewhere between the dwelling house of Clark's Mill and the crossing of Park Street under the aforesaid Railway and run easterly to the old Spring road at a point opposite the northerly terminus of Front Street as established by Wilson Eddy and Stephen Chapin and we request you to view the described

Norman Smith & Co
petrs for a new highway in
West-Springfield
So.

route and locale and order the same constructed a highway
thence on on such parts thereof as shall by you be deemed
necessary. December 1871

Herman Smith & others

The foregoing petition was entered at an adjourned meeting of the
County Commissioners begun and holden at Springfield within
and for said County on the tenth day of October in the year
of our Lord one thousand eight hundred and seventy three
at which meeting the Commissioners during a view of the
premises expedient appointed a time and place for the same
and directed notice of the same to be given and this petition
was continued from meeting to meeting to this meeting and now
it is ordered that said petition be dismissed

Simon Cotton & others
petition for new highway
in Longmeadow & Springfield
3d

To the County Commissioners of the County of Hampden
We the undersigned Citizens of Longmeadow respectfully
represent that public convenience and necessity require a new
road from Longmeadow to Springfield. Said new road to
begin at the North part of Longmeadow near the residence
of the Oliver Fields and running thence in a northerly
direction to the southerly end of Fort Pleasant thence in
the City of Springfield as more fully set out

Wherefore your petitioners
pray that after due proceedings had in the premises your
Honorable body will cause a highway to be laid out
established and constructed accordingly

Simon Cotton & others

The foregoing petition was entered at a regular adjourned meeting
of the County Commissioners holden at Springfield within
and for said County on the twenty fourth day of August
in the year of our Lord one thousand eight hundred and
seventy two At which meeting the Commissioners during
a view of the premises expedient appointed Saturday the twenty
eighth day of September then next and nine o'clock in the
forenoon at the house of Isaac R. Dickinson in Springfield
as the time and place for reviewing the premises and caused a
copy of said petition to be served upon the Clerk of the town
of Longmeadow and the City of Springfield being the Honor

October Meeting 1873

city within which such highway is proposed for thirty days at least before the time appointed for said view & also caused abstracts of said petition containing the substance thereof to be posted in two public ^{places} in said town and city & also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper published in said County said posting & the last publication of said copy having been fourteenth day at least before the time appointed for said ^{view} and before said view was had said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view And on the said twenty eighth day of September the Commissioners met at the time and place appointed & proceeded to view the the premises and having viewed the same and heard the parties & after the hearing said Commissioners proceeded to consider and adjudge upon the prayer of said petition and after considering the same said Commissioners did adjudge that Common Convenience and necessity require that the prayer of the petition should be granted & after adjudicating as aforesaid said Commissioners appointed Tuesday the fifteenth day of April then next and nine o'clock in the forenoon at the Court House in said Springfield as the time and place where and where they would ^{& the said formal giving notice of its adjudication & the time & place appointed for & location of highway} meet and proceed to locate said highway in the same manner as the notice and publication was given and made and as is by law in such case made and provided before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said fifteenth day of April met and proceeded to examine the several routes proposed and then adjourned the location to the next regular adjourned meeting of said Commissioners and so from meeting to meeting until Thursday the fifth day of October then next when said Commissioners met and completed said location as follows to wit: (Beginning at a stone monument in the southerly line of King Hill street & running thence S. $31^{\circ} 58' 20''$ W. 1158 feet to a stone monument thence by a curve tangent to the preceding line and turning to the left and having a radius of 965 feet 200 feet to a stone monument thence S. $20^{\circ} 10' 00''$ W. 125 feet to a stone monument thence S. $10^{\circ} 30' 00''$ W. 1741 feet to a stone monument thence S. $11^{\circ} 41' 20''$ W. 725.7 feet to a stone monument at an angle in the easterly line of Longmeadow street. The above described is the Easterly line of

the aforesaid new road and the westerly line is parallel thereto and 100 feet therefrom said westerly line being continued in a northerly direction across said Longhill street and in the same course and direction viz N 31° 58' E about 175 feet to a point in the westerly line of said Longhill street and now it is ordered that the said Town of Longmeadow & City of Springfield cause the road aforesaid which is within the limits of the said Town & City to be worked made and completed in the most faithful and workmanlike manner & as follows to wit: The said road must be thoroughly ploughed where ploughing is practicable and be thoroughly cleared of stumps & roots the top soil where it is unsuitable for making a hard & permanent road must be removed out of the travelled way or may be used in embankment if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the travelled part of the road are unsuitable for making a hard & durable road the subsoil under the same is of a loamy or clayey character a top covering of at least 18 inches of good gravel or some other good material (the best that can be obtained in the vicinity whether within or without the location of the road) will be required over the whole width of 35 feet in the travelled part of the road. Where the subsoil is sand the said travelled part of the road after being properly graded must be uniformly covered over its whole width with a coat of loam four inches thick & afterward with a top covering of eight inches of good gravel or some other good material spread over its whole surface. Said road must be judiciously crowned from the center of the sides of the travelled part (being to its center to the height of 10 inches. And the travelled part thereof must be worked to the width of 35 feet exclusive of the side slopes & of the ditches so that carriages and teams may with safety and convenience over any and every part of the 35 feet aforesaid. The said travelled part of the road must be worked in the center of and parallel to its location without any regard to the additional widths laid out for materials in constructing the road except near its angles which must be judiciously rounded so as to render its turnings as gradual & easy as practicable. In grading the road care must be taken to avoid unnecessary undulations and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than

hereafter mentioned. The side ditches where they are needed must be constructed entirely without the travelled part of the road of 25 feet as aforesaid and must be made by sloping from the exterior line of the travelled part of said road two and a half feet at an angle of twenty four degrees or less & one half foot slope to one foot rise to be embanked horizontally with the base or chord line of the curve of the road they must be worked parallel with the center line of the travelled part of the road without unnecessary variations in their direction & must gradually descend with a smooth even surface in the direction of the road towards the point of discharge in such a manner that no water can permanently stand by the road side. Over swamp or meadow land where the road is made by embankment & is liable from its weight to settle or sink through the mud the side ditch will in no instance be allowed. On the side of hills where the road is made partly by embankment & partly by excavation the road must be drained in manner before mentioned from the edge of the interior slope of the ditch on the uphill side to the center & from thence to the exterior or down hill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees where the materials are loose gravel or sand the angle must not exceed thirty degrees from a horizontal line or two feet slope to one foot rise. said road must be firmly & substantially graded where railing is necessary for the safety & convenience of the traveller the railing must consist of straight handsome chestnut poles not less in any part than two inches in diameter & be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road not less than eight inches in diameter & embed in the earth or embankment not less than three feet & not more than twelve feet distant from each other from center to center. Where the embankments are constructed or secured with substantial well laid stone walls stones two feet high above the face of the road & not less than 18 inches in diameter at their base may be substituted for the stone posts aforesaid. All joining or splittings of said railing must be made on the summit or top of some one of the stone supports aforesaid by chamfering the joining ends of each of said poles or joints at least one foot in length in such manner that the chamfered faces will fit & lie close together with the iron bolt aforesaid.

passing directly through the center of loads joining or splitting. Or
 a stone wall built in a substantial & random-like manner four
 & a half feet high above the face of the road not less than
 two feet in thickness at its base & fifteen inches at its top &
 placed on a good bank wall may be substituted for the railing
 aforesaid. In all places where it is necessary to have railing the
 head of constructed earth slopes must be worked sufficiently
 under to allow the posts which support said railing to be firmly &
 permanently placed in the embankment within the interior or
 inside thereof not less than 3 1/2 feet within the edge of the slope
 of the embankment & without in any manner obstructing or
 interfering with said 25 feet for the travelled part of the road.
 Where the sides of embankments are constructed or covered with
 substantial well laid stone walls instead of the earth slopes before
 mentioned (and where the materials can be obtained at a
 reasonable expense this kind of structure will be required) said walls
 must be battered back towards the embankment from a
 perpendicular line at the rate of 2 inches to one foot in height the
 inner face thereof being perpendicular the road must be worked
 to no greater width than 2 1/2 feet on the top or face of the
 embankment to furnish a firm support to the railing & the
 25 feet clear of all obstructions for the travelled part of the
 road as aforesaid. All bridges except the bridge or culvert over
 the Peconic Brook which is to be constructed as hereinafter
 specified must be constructed with substantial well laid stone
 abutments & be covered with the same material with a top
 covering of not less than 12 inches of good gravel or some other
 good material & a crowning of the arch of 15 inches in addition
 except the span of the arch or arches of a bridge each must
 3 feet in the clear where it may be covered with good chestnut
 or white oak three inch planks. Whenever a bridge is covered with
 planks the top of the planking must be at grade & a thick of
 chestnut timber 10 inches on the bottom & inside and sloping to
 eight inches on the outside thereof must be firmly embedded upon
 upon each side of the bridge for securing the edges of the planks
 against any injury from wheels or their passage to & from said
 bridge. All bridges must be made 28 feet long measured at right
 angles with the direction of the road & be substantially & properly
 raised to the height of three feet & to the width of not less
 than 25 feet between the railings clear of all obstructions. All
 necessary drawways must be made of the same length as

the bridge & be measured in the same manner with good firm straight stone sides or abutments not less than two feet apart & 20 inches high & be covered with the same material with a top covering of not less than 12 inches of good gravel or some other good material & the road near said drainage must be crowned 15 inches in addition. The owner of land over which said road is located retain the legal right to construct ditches, culverts or fences bridges across & underneath the road for their accommodation & convenience provided they do not thereby increase the ascent or descent in the grading of the road as hereafter described & construct said culverts or bridges in manner prescribed for the bridge and the same culverts when placed in must forever after be maintained by such owner their heirs or assigns in good repair and in such condition as to render them safe & convenient for the traveller. In grading the road aforesaid care must be used in front of any dwelling house or other building where an excavation is required to leave the side bank thereof nearest said building in the best shape for placing in a bank wall if the owner of said building shall so elect otherwise as to slope such side banks as to cause the least possible injury to said building or the appurtenances thereto provided however when such passage ways cannot be made safe & convenient by sloping as aforesaid culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building it must be constructed & sloped on that side of the travelled way nearest said building in such manner as to render the road safe without the aid of railing (for in such case crossing can be allowed) & in such manner as to leave all passage ways to & from said building as perfect & as nearly in their present shape as may be. Trees that have been planted or sown beside the proposed travelled way by the owner of land over which said location is made whether for the fruits they yield or the shade and ornament they furnish to the farms adjacent are not to be removed or injured unless the construction and safety of the road absolutely requires it. And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be raised or lowered and be widened at the points of their said crossings intersections or connections therewith as to render them perfectly safe & convenient for the traveller. And it is further ordered that the grading of the road aforesaid which is within the said Town & City be so worked as not in any place to exceed the angle of ascent or descent

from a horizontal line hereafter mentioned. The grade pins are all placed in the center of the location are all driven down to make the surface of the earth and the summits or tops of said pins are the points of measurements for ascertaining the amount of excavation or embankment. The summits or tops of those pins that are at grade in connection with the line of inclination represent the base of the travelled part of the road. The amount of 15 inches required by this order is in all cases to be considered as placed on or above the tops or summits of said pins & lines. The grade pins that are mentioned in this description as being numbered have a stake driven by the side of them bearing the same number as the side stake opposite said grade pin and accompanying stake. The measurement is given in feet and the decimal parts of a foot and said grading is as follows to wit:

At Station 0	Cut	25.4	feet	At Station 27	fill	12.26	feet
"	1	2.27	"	"	28	35.36	"
"	2	1.38	"	"	29	2.77	"
"	3	1.13	"	"	30	Cut 23.93	"
"	4	0.77	"	"	31	17.78	"
"	5	4.27	"	"	32	14.10	"
"	6	2.67	"	"	33	13.88	"
"	7	fill 0.25	"	"	34	12.63	"
"	8	0.72	"	"	35	13.35	"
"	9	1.07	"	"	36	11.81	"
"	10	7.16	"	"	37	10.26	"
"	11	Cut 1.30	"	"	38	8.94	"
"	12	9.95	"	"	39	8.17	"
"	13	31.82	"	"	40	6.58	"
"	14	17.87	"	"	41	5.13	"
"	15	5.16	"	"	42	4.18	"
"	16	fill 31.27	"	"	43	4.56	"
"	17	33.74	"	"	44	fill 1.73	"
"	18	13.64	"	"	45	0.61	"
"	19	39.27	"	"	46	Grade	"
"	20	33.16	"	"	47	4.18	"
"	21	38.68	"	"	48	3.28	"
"	22	15.60	"	"	49	2.63	"
"	23	Cut 22.86	"	"	50	1.95	"
"	24	27.32	"	"	51	Grade	"
"	25	28.08	"	"	52	17	"
"	26	3.74	"	"			

And the inclinations are as follows viz: from station 2 to station 17th a grade of 3° 10' descending - from station 17th to station 32nd a grade of 3° 24' ascending and from station 32nd to station 37th a grade of 3° 12' ascending.

Specifications of Arch Bridge for crossing Peconic Brook on New road to Longmeadow.

The location, dimensions and shape of bridge and retaining walls to be as shown on accompanying plans.

The excavation to be of such depth as will suffice to furnish a secure foundation for the support of the bridge and its loads - to be in any case so deep that the timber beneath the abutments shall be wholly & always under water and to be brought to an even & level surface on the bottom throughout its whole extent so as to afford an unyielding support for the foundation timbers. That piling may be required to be driven at the ends of the bridge to prevent water from undermining the foundation timbers.

The timbers for the foundation to be of good hemlock or spruce 6 inches in depth and of such width not less than 12 inches - as may be procurable & not less than 12 feet in length. The abutment walls to be of large sized stones compactly laid in good cement mortar and thoroughly bonded by headers extending through the whole thickness of the wall. The retaining walls to be of the same character as specified for the abutment walls except that headers extending through to the back of the wall will not be required in the lower portion of the work. The ring stone to be cut with rough hammer points and shaped as shown in plan. The bricks to be of best quality of hand burned bricks laid in cement mortar & with the joints between bricks and between courses completely filled in with mortar at the time of their laying. No bats to be used in either course of the arch. The back filling behind the walls and arch to be of the best material procurable within the line of the road & to be laid in courses sloping away from the wall & to be thoroughly packed and rammed.

The County Commissioners having heard all persons & corporations interested in relation to the question of damages who expressed a desire to be heard thereon considered and adjudged that the sum of six hundred dollars be paid to the land of Land P. Collins & Co. as full compensation for damages sustained in consequence of the proposed location of Highway.

No other persons or corporations having appeared to claim damages & none others in the opinion of the Commissioners.

after effecting benefits being entitled to damages therefor none are awarded.

The owner of land over which this location is made are allowed until the first day of December A.D. 1873 to remove their trees timber and fences therefrom.

And it is ordered by the County Commissioners that the said Town of Longmeadow & the City of Springfield cause the foregoing described construction of highway to be made & completed in accordance with the foregoing order and to the acceptance of the County Commissioners on or before the first day of October A.D. 1874.

And it is further ordered by the County Commissioners that whenever the said Town of Longmeadow shall have completed that portion of said highway which is within its limits to the acceptance of said Commissioners that there be paid to the said Town from the County Treasury the sum of Five Thousand five hundred dollars.

George R. Townshend being disqualified to act as County Commissioners on account of residence Simon R. Southworth Special Commissioner was called & voted in his stead.

Attest My hand & seal of the County
J. S. Rogers } Commissioners
S. R. Southworth } Special Comm.

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and said report being read and considered is accepted and the road established as and for a public highway.

Volney Howells pub
for alteration of highway
in Granville

30

To the County Commissioners of the County of Hampshire
The undersigned inhabitants of Granville and vicinity in said County respectfully represent that the public highway leading from near the house of Ely Strong to near the house of Volney How in said Town of Granville is unsafe and inconvenient for the public travel and the bounds thereof are not defined. We therefore pray that you will view the premises and widen straighten grade relocate so the bounds thereof may be defined and monument the same making such alterations and improvements as in your judgment the public good requires.
September 1870

Volney How & others

The foregoing petition was introduced at a regular adjourned meeting of the County Commissioners holden on the tenth day of March in the year of our Lord one thousand eight hundred and seventy three at which meeting the Commissioners deeming a writ of the premises expedient appointed a time and place to view the premises and directed notice of the same to be given And this petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed

To the Honorable County Commissioners in and for the County of Athol & Enfield RR Co
Hampden & State of Massachusetts
Respectfully represents the Athol & Enfield RR Co
petr for award of damages
31

Enfield Railroad Company that in the construction of the extension of their Railroad from Brattle Junction to Springfield they find it necessary to take land of the following parties viz:
The Shudlow Elipha Plumber, Fred. Brattle Phineas Knottton
Chester W. Chaffin or Collins Paper Company, E. J. Liles Harry
W. Phelps, In Springfield, Elisha Pease, John Fitzgerald, Chester
W. Chaffin, Edward Fitzgerald, Maurice Legache, Luther Elwell, also
Lute James R. Childs, Charles Haver (Boston & Albany Railroad)
Company, Heirs of Simeon Hibbins, and said Railroad Company
also desire to take land of said Hibbins Heirs, outside of five rods
in width as follows, a certain tract or parcel of land containing
one acre and eighty two rods more or less bounded & described
as follows, beginning at the Southwesterly corner of the premises
by the Eastern side of Factory Street and at land of Col. James
Mc. Thompson, thence easterly by land of said Thompson
nearly six feet to a point thence rods easterly from the center
line of the Athol and Enfield Railroad thence northerly parallel
with said center line and thence rods distant therefrom to said
Factory Street, thence southerly by said street to the place of
beginning, Col. James Mc. Thompson these parcels and your
petitioners also desire to take land outside of five rods in
width as follows a certain tract or strip of land lying adjacent
to the location of said Railroad on the most westerly parcel
and described as follows, commencing at the westerly end of
the premises at land of Phelps and Knottton, and being at
this point one and one half rods in width thence running
easterly and continuing one and one half rods in width
four hundred and twenty feet thence continuing easterly

one hundred feet and being at this point three rods in width: thence continuing easterly two hundred feet and being at this point three rods in width: thence continuing easterly and narrowing regularly to a point at Boston Street a distance of about ten hundred and fifty feet.

Phelps and Maltson, Springfield Paint and Chemical Works, Holman, Ribbes, and said Railroad Company also desire to take land of said Ribbes outside of five rods in width as follows: Beginning on the lower line of the Boston & Albany Railroad eighty feet east of land of Elijah Sackett thence easterly to land of the Boston and Albany Railroad two hundred and forty six feet thence southerly at right angles with the center line of the Athol and Enfield Railroad thirty four and one half thence westerly parallel with Athol and Enfield Railroad center line and thirty seven and one half feet distant thence to the place of beginning. Elijah Sackett, Justin Sackett, & George Willard Robinson Marsh & Co. And your petitioners have been unable to agree with any of said parties for land taken and which they wish to take. Wherefore they request your honorable board after due notice given to view the premises of said parties and award them such damages as in your opinion shall be right & proper. Springfield Oct. 17. 1873.

Athol & Enfield Railroad Co.
By Willis Phelps President

The foregoing petition was read at a meeting of the County Commissioners begun and holden at Springfield within and for said County on the first Tuesday of October in the year of our Lord one thousand eight hundred and seventy three at which meeting the Commissioners viewing a view of the premises expedient appointed a time and place to view the premises and directed notice of the same to be given to all parties interested. And this petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed.

Elie Smith put for
County for Carriage

56

To the County Commissioners of the County of Hampden
Respectfully represents Elie Smith of Palmer Hampden
County Massachusetts that the Mass River Rail Road Company
a Corporation duly authorized and established by law has

Palmer May 1873

has laid out & constructed its railroad tracks over land of your
petitioner lying in Palmer in said County Eastern of the Ware River
on the road leading from Thornfield to Ware bounded Northernly by
land of Lyman & Son Westernly by the Ware River Southernly by
land of Austin Smith and Easternly by the road leading from Palmer
to Ware and the damage accruing to your petitioner by reason of
said laying out & construct have never been paid but application
have been made by your petitioner to your Honorable body for the
assessment thereof and the assessment has been made as appears by
the petition and order on file pertaining thereto. And your petitioner
further represents that the said Ware River Rail Road is entitled
by law to a hearing before a jury upon said petition upon applica-
tion therefor and a long time may elapse before the said corporation
can be legally compelled to pay said damages. Wherefore your petitioner
prays the said Corporation may be required to give security to your
satisfaction for the payment of said damages as may be awarded
by a jury upon said petition and the costs legally incurred thereon
Palmer May 14. 1873

Edw. Smith

By Thomas Knott his attys.

The foregoing petition was entered at a meeting of the County
Commissioners begun and holden at Springfield within and for
said County on the second Tuesday of April in the year of our
Lord one thousand eight hundred and seventy three at which
meeting the Commissioners during a view of the premises expedient
appointed a time and place to view the premises and directed
motion of the same to be given and this petition was continued
from meeting to meeting to this meeting and now it is ordered that
said petition be dismissed

To the County Commissioners of Hampden County

Where the Selectmen of
Chicopee respectfully represent that the public convenience requires
that the Hampden road so called in Chicopee which runs
from Centre Street over the hill near Delanty's house to the
Catholic Cemetery be located anew for the purpose of
establishing the boundary lines of said road and of making
alterations in the course and width thereof

Wherefore we pray you to view the locality and pass such order

Selectmen of Chicopee
pet. for relocation of
road in Chicopee
63

as to such matter as shall come to your best
 Chicopee May 23. 1873

Selection of Chicopee

The foregoing petition was introduced at a regular adjourned meeting of the
 County Commissioners holden at Springfield within and for said County
 on the thirtieth day of August in the year of our Lord one thousand
 eight hundred and twenty three at which meeting the Commissioners
 having a view of the premises expedient appointed Tuesday the
 thirtieth day of September then next and eleven o'clock in the fore-
 noon at the Town Hall in Chicopee as the time and place for
 viewing the premises & caused a copy of said petition to be served
 upon the Clerk of the Town of Chicopee being the Town within
 which such relocation of highway is prayed for thirty days at least
 before the time appointed for said view and also caused abstracts
 of said petition containing the substance thereof to be posted in
 two public places in said Town & also gave notice to all persons
 interested by causing a copy of said petition to be published three
 weeks successively in the Springfield Daily Mercury a newspaper published
 in said County said posting and the last publication of said copy
 having been fastened days at least before the time appointed
 for said view and before said view was had said Commissioners
 gave notice in like manner as directed in the foregoing notice of
 the petition to all persons interested of the time & place for com-
 mencing said view And on the said thirtieth day of September the
 Commissioners met at the time and place appointed & proceeded
 to adjourn the further consideration of the matter to the next
 regular meeting of the Commissioners at the Court House in
 Springfield and from said meeting to Wednesday the fifteenth day of
 October then next at the Town Hall in Chicopee at nine o'clock
 in the forenoon at which time and place the Commissioners met
 and proceeded to view the premises & to hear the parties & having
 heard the parties the Commissioners then proceeded to consider and
 adjudicate upon the prayer of said petition & after considering the
 same said Commissioners did then and there adjudge that common
 convenience and necessity require that the prayer of the petition ^{should} be
 granted. And no person or corporation having appeared to
 object thereto at the time of said view said Commissioners met
 on the eighth day of said October and proceeded to locate
 said highway as follows to wit: Commencing at a fence post
 standing on the Eastern bound of Center Street in the village of

prayer that after due proceedings had in the premises, your Honorables
 should well prescribe the limits within which the said land may be
 taken.

Springfield New-Haven & Hartford N.H. Co
 By Leonard & Mills their attys

The foregoing petition was entered at a regular adjourned meeting of the
 County Commissioners holden on the twentieth day of August in the year
 of our Lord one thousand eight hundred and twenty three at which
 meeting the Commissioners appointed Tuesday the second day of September
 then next and ten o'clock in the forenoon at the Court House in
 Springfield as the time and place where and where they would meet
 and ordered that the petitioners give notice of the time & place of
 said meeting by causing an attested copy of this petition and order
 thereon to be published once a week in the Springfield Daily Union
 a newspaper printed in said Springfield two weeks successively as by
 causing the said Daniel Coffey Joseph Antoine Paul Antoine &
 all others interested in said real Estate proposed to be taken to be
 served with an attested copy of said petition and this order said
 last publication or service to be seven days at least before the
 said second day of September that they may then and then show
 cause why the prayer of said petition should not be granted
 And on said second day of September the Commissioners met at
 the time and place appointed and having viewed the premises
 the Commissioners continued the further consideration of the
 same to the next regular adjourned meeting of the Commissioners
 and from meeting to meeting until the meeting holden at the
 Court House in Springfield on the first Tuesday in October
 A.D. 1873 when the subject matter of the petition being further
 considered and the Commissioners did there and then adjudge
 that the prayer of the petition be granted and that land may
 be taken for the aforesaid purposes within the following described
 bounds to wit Beginning at a point on said Elm Street and
 running West on said street twenty two feet to the land of the
 petitioners thence on said petitioners land North to the land
 now or formerly of R. Lusk thence on said land twenty two
 feet thence South on a line parallel with the land of the petitioners
 & 25 feet distant therefrom to the point first named on said Elm Street

Witness My Hand

By J. P. Leachy } Sec. Comm.
 J. S. Corbin }

October Meeting 1873

Rose Donnelly pet for apt
of damages
Hoff: Althol & N. E. R. R.
76

To the Honorable the County Commissioners of the County of Hampshire
Respectfully represents Rose Donnelly of Springfield in said County that
she is the owner of a tract of land situate in said Springfield & bounded
Northerly & Westerly on a private way Easterly on land of Patrick Howard
& Southwesterly on a private way called Columbia Street that at a meeting
of the County Commissioners held in said Springfield on the twenty
fourth day of June last past the Springfield Althol & Northeastern
Railroad Company were authorized to take the said land of your
petitioner for station purposes & your petitioner is informed that said
railroad Company intends to take her said land. Wherefore your
petitioner says that she is entitled to recover of said Railroad
Company damages for her said land & the buildings standing thereon
and she prays that the damages may be assessed
Springfield August 3^d 1873

Rose Donnelly
mark

The foregoing petition was entered at this meeting and now the
petitioner appears by her Attorney W^m. L. Smith and the respondent
by its Attorneys Stearns & Knoblotter and waives notice and both
parties consent to the hearing by the Commissioners and after
hearing the parties and due consideration the said Commissioners
do advise and determine that the said Rail Road Company
shall pay the said Rose Donnelly the sum of eleven thousand nine
hundred and fifty dollars the same being in full for all damages
occasioned by the taking of land as aforesaid.

W^m. L. Smith } County
L. R. Townshy } Commissioners

To the Honorable the County Commissioners of the County
of Hampshire

Patrick Howard pet for
apt. of damages

Respectfully represents Patrick Howard of Springfield in
said County that he is the owner of a tract of land & the building
thereon standing situate in said Springfield and bounded
Northerly on a private way Easterly on land of John Campbell
Southwesterly on a private way called Columbia Street & Westerly
on land of Thomas Donnelly. That at a meeting of the County
Commissioners held in said Springfield on the twenty fourth
day of June last past the Springfield Althol & Northeastern
Railroad Company were authorized to take the said land

Hoff: Althol & N. E. R. R.
77

of your petitioner for station purposes and your petitioner is informed that said Railroad Company intends to take his said lands. Wherefore your petitioner says that he is entitled to recover of said Railroad Company damages for his said lands & buildings and he prays that his damages may be assessed.
Springfield August 2^d 1873

Patrick Howard

The foregoing petition was entered at this meeting and now the petitioner appears by his Attorney William L. Smith and the Respondent appears by Attorneys Stearns & Knoutton and waives notice and both parties consent to the hearing by two Commissioners and after hearing the parties and due consideration the said Commissioners do award and determine that the said Rail Road Company shall pay the said Patrick Howard the sum of Twelve Thousand seven hundred & thirty dollars the same being in full for the taking of said land as aforesaid.

Wm. M. Lewis } County
G. R. Townley } Commissioners

W. R. Lynt & all
Petrs for a new road
in Monson

1873

To the Honorable the County Commissioners within and for the County of Hampden

Respectfully represent the undersigned legal voters of the town of Monson that the highway leading in said Monson beginning on the quarry road so called leading from Palmer to Monson near the road leading to the Hyman place so called and running thence by Lynt's Quarry to the crossing of the New London Northern Railroad on the highway leading from Monson to Brimfield is circuitous old worn out, out of repair and dangerous and that the public convenience and necessity require that said highway should be relocated and reconstructed and that for a part of the way between said two towns a new road should be constructed south of the existing highway. Wherefore they pray your Honorable body to view the premises and to pass such orders and decrees in the premises as shall to your Honors seem just.

W. R. Lynt & all

The foregoing petition was entered at a regular adjournment

October Meeting 1873

meeting of the County Commissioners holden on the second day of
September in the year of our Lord one thousand eight hundred and
seventy three at which meeting the Commissioners during a review of
the previous expedient appointed a time and place to view the
premises and directed notice of the same to be given And this
petition was continued to this meeting and now it is ordered that
said petition be dismissed

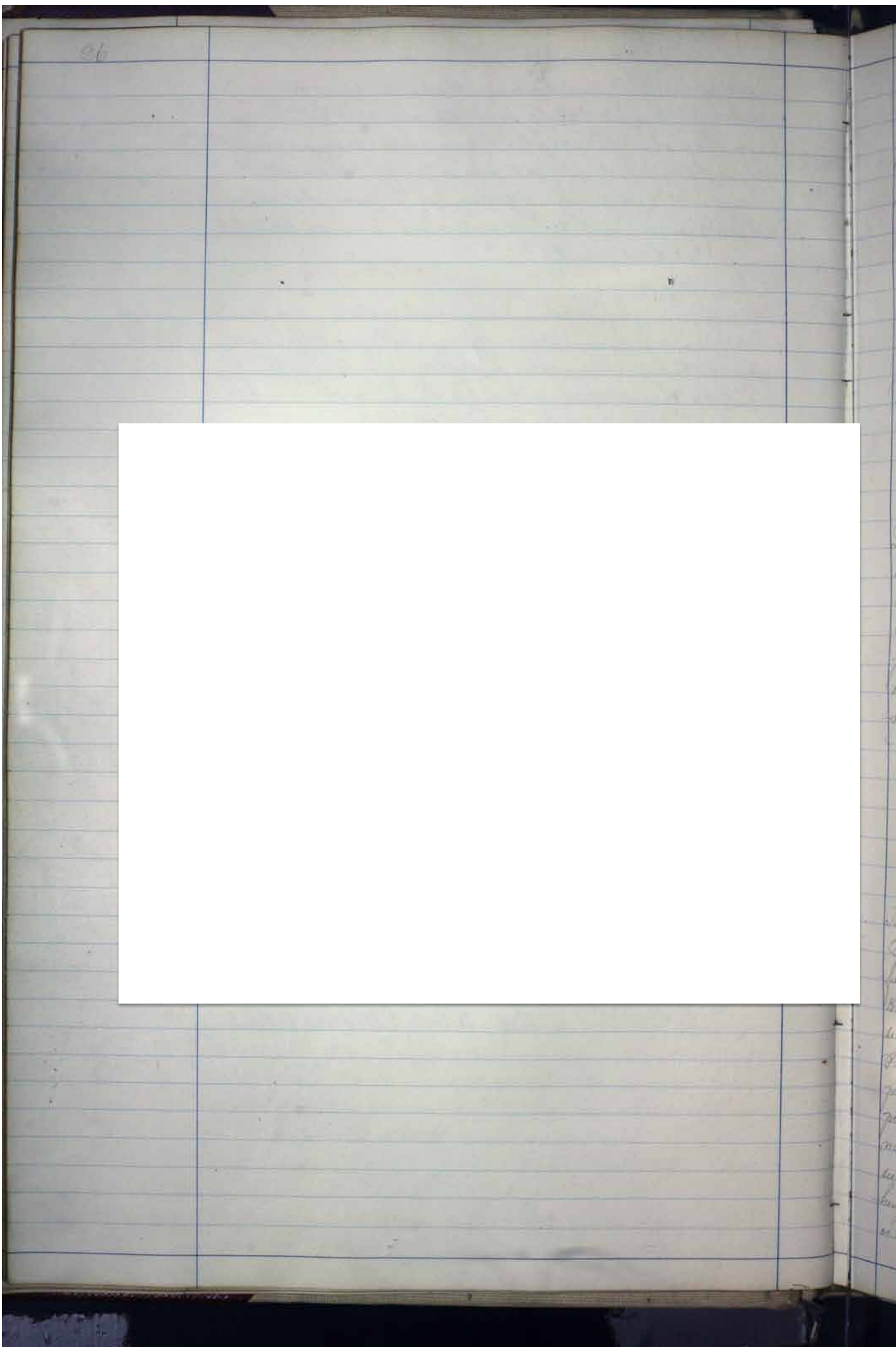
The following persons are allowed the sums set against their respective Land Damages
names for damages to land taken for highway upon the Petition of
Samuel Horton and others amounting to the sum of three hundred
and nineteen dollars and the same are ordered to be paid from the
County Treasury

Thomas A Lewis	\$66.00
Henry Doughton	\$42.00
Heir of George Shurtleff	\$66.00
Mrs John Conely	\$44.00
Josiah Jordan	\$23.00
McB. Whitney	\$34.00
Phillip Willis	\$44.00

Secondy accounts being now presented are allowed amounting to
the sum of twenty nine hundred and eighty dollars and ninety
eight cents and the same are ordered to be paid from the County
Treasury

Accounts
\$7980.98

Hampden SS December 15. 1873
Judgment is entered up according to
reports &c and all matters not acted upon are ordered to be continued
and this meeting is adjourned without day
Attest Robert Morris Clerk



Rampden 26 Commonwealth of Massachusetts

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the fourth Tuesday of December being the twenty third day of said month to the twenty fourth day of said month and on the twenty sixth to the thirtyeth days of said month in the year of our Lord one thousand eight hundred and twenty three

Present Wm. M. Lewis Chairman

James S. Loomis

George R. Boushby

} County Commrs

and by adjournment on the seventh twentieth and thirty first days of January on the twenty fourth day of February and on the fourteenth and twenty eighth days of March in the year of our Lord one thousand eight hundred and twenty four

Present Wm. M. Lewis

James S. Loomis

Lauson Tibby

} County Commrs

Lauson Tibby Esquire having been declared by the board of commissioners elected County Commissioners for the term of three years and having sworn duly sworn appears on the said twentieth day of January and the board consisting of William M. Lewis James S. Loomis and Lauson Tibby Esquire proceed to the choice of chairman. The whole number of votes cast is three of which William M. Lewis Esquire has two and is chosen chairman of the board for the year ensuing

To the County Commissioners of the County of Hampden

Respectfully represent the undersigned legal voters of the Town of Westfield in said County that that portion of the highway in said Town known as Silver Street and leading from Broad Street Westly to the intersection of said Silver Street with Court Street just westly of the gate to Pine Hill Cemetery is crooked and much wasting and they therefore pray that your Honorable Board will draw said premises and after due proceedings will proceed to locate anew said highway between said named points or such parts thereof as may seem to you proper and take such other action and proceedings in the premises in regard to establishing the boundaries or altering the course and distance of said highway or any part of the same between said points as to you shall seem

Respectfully submitted for
alteration of highway in
Westfield 1

may be deemed best
Wellsford July 26th 1869

W. Lytle and others

The foregoing petition was entered at a regular adjourned meeting of the County Commissioners held on the sixth day of July in the year of our Lord one thousand eight hundred and sixty nine at which time the Commissioners during a view of the premises referred to appointed Wednesday the eighteenth day of August then next and ten o'clock in the forenoon at the Worcester House in Wellsford as the time and place for viewing the premises and caused a copy of said petition to be served upon the clerk of the Town of Wellsford being the town within which such location would be prayed for thirty days at least before the time appointed for said view and also caused abstracts of said petition containing the substance thereof to be posted on two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Western Hampshire Times a newspaper published in said County said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view and before said view was had said Commissioners gave notice in like manner as directed in the foregoing notice of the petition to all persons interested of the time and place for commencing said view and on the said eighteenth day of August the Commissioners met at the time and place appointed and proceeded to view the premises and having seen the same and heard the parties and after hearing said Commissioners proceeded to consider and adjudge upon the prayer of said petition and after considering the same said Commissioners did adjudge that same reasonable and necessary upon that the prayer of the petition should be granted and after adjudging as aforesaid said Commissioners adjourned Thursday the twenty fourth day of March 1870 and nine o'clock in the forenoon at the Worcester House in said Wellsford as the time and place where and when they would meet and proceed to locate said highway again and the said Commissioners having given notice of the adjudication and the time and place appointed for said location in the same manner as the notice and publication was given and made and as is by law in such case made and provided before proceeding to view except publishing an abstract of said petition instead of a copy thereof on the said twenty fourth day of March said Commissioners met and proceeded to adjourn to the next regular meeting of the Commissioners and from meeting

to meeting to meeting to Tuesday the twenty third day of December A.D. 1873 when said Commissioners met and proceeded to locate said highway as follows to wit: (Commencing on the West side of Broad Street at the South East corner of Mrs. Palmers home lot thence North $73^{\circ} 52'$ West four rods and fourteen links to a point at the corner of Charles Dickmans front door thence North $72^{\circ} 11'$ West forty five rods and nine links to the East post of Hiram Pauls place pole thence North 71° West five rods and ten links to the East side of Pleasant Street - The above being the laying of the northerly side of the highway the southerly side commences at the West side of Pouders Hollow Road is laid at the North Easterly corner of Samuel F. Taylors home lot thence running North $73^{\circ} 51'$ West eighty two rods and twenty three links to the West side of South Maple Street at the North Westerly corner of Leathers Loghins homestead said road is laid six rods and fourteen links wide at the eastern end, five rods and twenty one links wide at the angle in front of Charles Dickmans house and six rods and three links wide at the west end by the corner of Pleasant and South Maple streets being bounded by eight lines.

The Variation of the Needle is $9^{\circ} 36'$ West

No persons or corporations having appeared to claim damages, and in the opinion of the Commissioners none are entitled to damages, therefore none are awarded.

M^{rs}. M. Lewis
 W. A. Townsley } County Comm.
 J. J. Goodhue }

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petitions fully appears and now the same report being read and considered is accepted and the road established as and for a public highway.

To the Honorable the County Commissioners for Hampton County
 The undersigned Citizens of Palmer Wilbraham and vicinity respectfully represent that the highway from Palmer to Wilbraham between the dwelling house of D. A. Collins in Moore and the house of Walter T. Lewis in Wilbraham is being very badly and hard to be kept in repair and that the public good requires the location and construction of a new road from some point on the existing highway in the town of Palmer around the south side of the hill known as the "Shupard Hill" and within the town of Moore and Wilbraham to some convenient point on the old

old public road for a new highway & discontinue of highway in Palmer Moore & Wilbraham.

highway in the town of Milbraham between said towns.
Wherefore they pray your honors to view said petition and locate such
new road and to discontinue the old road over said hills or so much
thereof as shall seem to your honors expedient.
Sept 15. 1871

By Mr. Fitch & others

The foregoing petition was presented at a meeting of the County
Commissioners holden at Springfield within and for said County on the
fourth Tuesday of December in the year of our Lord one thousand eight
hundred and twenty one and was continued from meeting to meeting
to this meeting and now it is ordered that said petition be dismissed.

G. H. Blood petitioner
vs.
Hypocrite & others
3d

To the Honorable the County Commissioners of the County of
Hampshire

Respectfully sheweth G. H. Blood of Westfield in the County
of Hampshire that he is the owner of certain lands in said Westfield
with a valuable spring of water thereon lying between the Mass.
R.R. so called on the North, the Boston and Albany Rail Road
on the South and the New Haven & Northampton Rail Road on the
East said land being a triangular plot between said roads & that
that the Holyoke and Westfield Rail Road Company a corporation
duly established by law has taken said land and destroyed said
spring and has laid out & established its rail Road over the same.
Wherefore your petitioners respectfully request & humbly pray your honorable
board to estimate and apportion the damages therefor and to make such
further order in the premises as the law provides.

G. H. Blood

Hypocrite & others his atty.

The foregoing petition was read at a meeting of the County Commissioners
begin and holden at Springfield within and for said County on the
fourth Tuesday of December eighteen hundred and twenty two at which
meeting the Commissioners appointed February the first the next
and eleven o'clock in the forenoon at the Court House in Springfield
as the time and place where and where they would meet the
parties between said first day of February eighteen hundred and
twenty three the petitioners appeared by their Attorneys Stearns and
Knudsen and the Respondents appeared by their Attorneys Gittett
& Stevens and waived notice upon the said petition. After a hearing
the petition was continued to the next regular meeting and so

December 11th 1872

from meeting to meeting to this meeting where the Commissioners after
a careful consideration do award and determine that the said North
and Westfield Rail Road Company shall pay to the said E. B. Blood the
sum of three hundred dollars
the same being in full of all damages by the reason of the taking of said land.

530

Wm. H. Tuves
A. R. Sawyer } County Clerk
L. J. Brown

To the County Commissioners of the County of Hampshire
The undersigned citizens of Westfield and Southwick represent that the
public convenience and wants require that the highway leading from
Coulter Bridge to West near Crane Mills in Westfield to Southwick
Crossed should be relocated and made a more direct line. We therefore
petition your honorable body to view the premises and make such
alterations and changes in location as you may think the public
good requires.

J. J. Northam & others

J. J. Northam & others
a new location of highway
from Westfield to
Southwick 38

The foregoing petition was entered at a meeting of the County Commissioners
begun and holden at Springfield within and for the County of Hampshire
on the fourth Tuesday of December in the year of our Lord one thousand
eight hundred and seventy two at which meeting the Commissioners of
a time and place to view the premises and direct notice of the same
to be given and this petition was continued from meeting to meeting to
this meeting and now it is ordered that said petition be dismissed.

To the County Commissioners of the County of Hampshire
The undersigned respectfully represent that the
public highway from the house of Lucius A. Cutler to the house of Nathan
Moulton is narrow crooked and inconvenient and the public convenience
and individuals require a wider and straighter road and that the public
convenience and individuals require a new road from a point on the
highway between the house of Lucius A. Cutler and the house of
Nathan Moulton to intersect with the Springfield and Warren
road at a point between the house of James H. Brown and Warren
road. Therefore your petitioners request your honorable body to
view the premises commencing at a point near the house of

L. A. Cutler & others
a new highway
from Springfield
to Warren 40

Lucius A. Butler then on the highway to the house of Nathaniel Butler
thence from a point on said highway between the house of Lucius A.
Butler and the house of Nathan Butler to a point on the Springfield and Warren road between the house of James
H. Brown and Warren line as the most convenient to all interests
concerned, and furthermore we would request your Honorable Board to
survey, straighten and now locate and locate a new and well constructed
make improvements on all or a part as your Honorable Board think the public
and individuals interest require and your petitioners as in duty bound will
ever pray

Springfield Apr 7. 1823

Lucius A. Butler et al

The foregoing petition was entered at a meeting of the County Commissioners
beginning and holding at Springfield within and for said County on the second
Tuesday of April in the year of our Lord one thousand eight hundred
and twenty three at which meeting the Commissioners appointed a
time and place to give the petitioners and deponents notice of the same
to be given and this petition was continued from meeting to meeting
to this meeting and now it is ordered that said petition be dismissed

Elisha Converse
for a jury
53

To the County Commissioners for the County of Hampden
Respectfully represents Elisha Converse of Palmer in said County
that he is the owner of the tract of land lying between Thornhill Street
and the old Agricultural park in the Depot Village of said Palmer
through which last a highway was recently laid out by your Honorable
Board leading from said Thornhill Street easterly to and through
said Agricultural park that your petitioner is aggrieved by the doings
of your Honorable Board in the estimation of his damages occasioned
by the laying out of said highway therefore he prays for a jury to
determine the matter of his complaint and for such other orders
on the premises as to your Honorable Board shall seem just and
proper

Dated March 1. 1823

Elisha Converse by E. L. Converse et al

The foregoing petition was entered at a meeting of the County Commissioners
beginning and holding at Springfield within and for the County of Hampden on the
second Tuesday of April in the year of our Lord one thousand eight hundred
and twenty three and was continued from meeting to meeting to meeting

The foregoing petition was noticed at a regular adjourned meeting of the County Commissioners held on the twentieth day of May in the year of our Lord one thousand eight hundred and twenty three at which meeting the Commissioners bearing a view of the premises appointed Tuesday the twentieth day of June the next and gave notice to the electors at the village house in Helys at the time and place for signing the petition and caused a copy of said petition to be read upon the walls of the town of Helys being then covered with which each discontinued subscription are signed for thirty days at least before the time appointed for said time and also caused abstracts of said petitions concerning the subscription thereof to be printed and laid on the table in said town and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union a newspaper published in said town and printing out the last publication of said copy having been furnished at least before the time appointed for said time and before said time was had said Commissioners gave notice on like manner to subscribers in the foregoing notice of the petition to all persons interested of the time and place for commencing said work. And on the said twentieth day of June the Commissioners met at the town and also appointed and proceeded to sign the petition and having signed the same and heard the parties the further

consideration thereof was deferred till the next regular adjourned meeting of the Commissioners held at Springfield adjourned on the second day of August then next at which meeting said Commissioners proceeded to consider and adjudicate upon the prayer of said petition and after considering the same said Commissioners did adjudge that convenience and necessity require that so much as passes over the Canal of the Helyoke Water Power Company be discontinued and that said highway be relocated as prayed for and after adjudicating as aforesaid said Commissioners appointed Saturday the twentieth day of September then next and nine o'clock in the forenoon at the Helyoke house in said Helyoke as the time and place when and where they would meet and proceed to discontinue and relocate said highway and the said Commissioners having given notice of the adjudication and the time and place appointed for discontinuance & relocation in the same manner as the notice and publication were given and made and as it by law in such case made and provided before proceeding to do so except publishing an abstract of said petition instead of a copy thereof on the said twentieth day of September said Commissioners met and proceeded to continue the discontinuance & relocation of said highway to the next regular adjourned meeting of said Commissioners at Springfield and from meeting to meeting to Tuesday the twenty third day of December then next when said Commissioners met and proceeded to relocate and discontinue said highway as follows to wit ^{8"} commencing the relocation at a point at the intersection of the center line of Bridge and Canal that is to be known as corner North 21° 36' East or range of the center line of the Helyoke and Littlefield Bridge pass and abutments to the face of the West side that part of said Bridge the said line being the center line of the location which is said fifty feet wide. And it is ordered by the County Commissioners that all that part of the aforesaid old highway that passes over the Canal of the Helyoke Water Power Company be and is hereby discontinued.

The County Commissioners having heard all persons or corporations interested in relation to the question of damages who expressed a claim to be heard thereon considered and adjudge that the sum of eight hundred Dollars to be paid to the Helyoke Water Company 800.
being in full for the land taken in relocating the road as aforesaid.
No other persons or corporations in the opinion of the Commissioners are entitled to damages therefore none are awarded.

The foregoing relocation of highway having been constructed by the Helyoke Water Power Company and joint Commissioners for the

construction of the bridge and South Hadley Bridge that would accept as a highway

Wm. H. Lewis
G. A. Lounsbury } County Board
J. D. Lewis }

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appear and now the said report being read and considered is accepted and the road established as and for a public highway

To the County Commissioners of Hampden County
We the Selectmen of Chicopee respectfully represent that the old County road in Chicopee which runs from a point near the Gas Works in the Center village Eastly near the banks of the Chicopee River and Northly of the Mills of the Dwight Manufacturing Company and through the lands of the Ames Company and England Company to a point at or near the northern end of Grape Street has not been in use by the public for several years - is not required for the public travel and convenience - and cannot be kept in suitable repair and condition without disproportionate expense. We therefore pray you to view the locality and order a discontinuance of said road and for such further action as you shall deem necessary

Selectmen of Chicopee petition for a discontinuance of road in Chicopee
65

Chicopee May 22. 1873

Selectmen of Chicopee

The foregoing petition was entered at a regular adjourned meeting of the County Commissioners holden on the thirteenth day of August in the year of our Lord one thousand eight hundred and seventy three at which meeting the Commissioners appointed a time and place to view the premises and direct notice of the same to be given and this petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed

To the County Commissioners of Hampden County
The undersigned respectfully represent that the public interest and convenience require that a portion of the new road in Chicopee leading from near the house of Lucas B. Chapin to Chicopee Falls should be widened - such portion lying between the Old Meadow road so called and the railroad that the course of the Brook running across and alongside said road should be attached. Wherefore we pray

Sumner Chapin & Co. Petrs. for alteration of road in Chicopee
68

you to view said locality and to give such orders and take such action
as you shall deem best
Chicago June 18th 1873

Samuel Chapin & others

The foregoing petition was entered at a meeting of the County Commis-
sioners held and holden at Springfield within and for said County on the
fourth Tuesday of June in the year of our Lord one thousand eight
hundred and twenty three. At which meeting the Commissioners dur-
ing a view of the premises referred appointed Tuesday the thirtieth
day of September then next and ten o'clock in the forenoon at the
House of Lucas P. Chapin in Chicago at the time and place for view-
ing the premises and caused a copy of said petition to be served upon the
Clerk of the Court of Chicago being the town within which such widening
of highway is prayed for. Fifty days at least before the time appointed
for said view and also caused abstracts of said petition containing the
substance thereof to be posted in two public places in said town and
also gave notice to all persons interested by causing a copy of said
petition to be published three weeks successively in the Springfield
Daily Union a newspaper published in said County said posting
and the last publication of said copy having been fourteen days at
least before the time appointed for said view and before said view
was had said Commissioners gave notice in like manner as described
in the foregoing notice of the petition to all persons interested of the
time and place for commencing said view. And on the thirtieth
day of September the Commissioners met at the time and place
appointed and proceeded to adjourn the further consideration of the
matter to the next regular meeting of the Commissioners at the
Court House at which time the parties were heard and having heard
the parties said Commissioners proceeded to consider and adjudicate
upon the prayer of said petition and after considering the same said
Commissioners did then adjudge that common convenience & necessity
require that the prayer that the prayer of the petition should be granted
and no persons or corporations having appeared at the time of the view
to object. Where said Commissioners passed on Monday the twenty third
day of December then next to widen said highway as follows to wit:
From a River Stone on the westerly side of the meadow road so called
and a little northward of the corner of Lucas P. Chapin's place to a point
eastward thirty feet westward of the point where the large railroad now
the highway crossing of the bridge across the town place said road
the highway is located on petition of the petitioners of Chicago

is widened by the addition of fifteen feet to the easterly side thereof the same being taken from land of Oliver Chapin and the aforesaid meadow road

The County Commissioners having heard all persons and corporations interested in relation to the question of damages considered and adjudge that the sum of one hundred and twenty five dollars be paid to Oliver Chapin whenever said Chapin shall remove or cause to be removed his fence now standing by the highway as located upon petition of said Selectmen the same being in full for taking of land in widening said highway aforesaid. The said Chapin is allowed until the first day of May A.D. 1874 to remove his fence from the highway

Wm. H. Lewis
G. N. Townley
J. J. Loomis } County Clerk

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered it accepted and the road established as and for a public highway

To the County Commissioners of the County of Hampden
Respectfully represent your petitioners that the road leading from Belts for attention of Canal Street in Holyoke to the old Swing Lany is in a part of its course inconveniently located for the public use and that between its southerly terminus at Canal Street and a point in said road at or near a post forming a corner of a certain fence about eighteen rods northerly of Canal Street it ought to be altered so that its southerly end it should start from a point opposite Bridge Street and run in a direct line across the Canal so as to connect with the road leading across the the Commencement river bridge to Little Hadley and immediately after crossing the Canal should turn Easterly so as to leave said last named road and to connect with its present course and location at a point at or near the above named post
Wherefore your petitioners pray that said road may be altered as above described

Daniel B. Crocker & others
for attention of
road in Holyoke
67

Holyoke July 23. 1873

Daniel B. Crocker & others

The foregoing petition was entered at a regular adjourned meeting of the County Commissioners held on the thirteenth day of August

in the year of our Lord one thousand eight hundred and twenty three at which meeting the Commissioners showing a view of the premises expedient appointed a time and place to give the the same and directed notice to be given and this petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed

Joshua Tracy &
John J. Vanhook
vs
Way Co. Messrs
83

To the County Commissioners of the County of Hampshire
The undersigned Citizens and taxpayers of the Town of Monson respectfully represent that public necessity and convenience requires that a public highway should be laid out and constructed, commencing on the Northern line of the highway called the West Hill in front of the Congregational Vestry and running northwesterly through land of Edward L. Morris, Dr. Abner Smith, A. W. Porter, William N. Flynt, William S. Nichols, William W. Moore and families and Margaret Sullivan and intersecting the highway called the Red Hill road at a point between the East line of land of the said William W. Moore and the East line of land of George C. Wilson Also another highway commencing on the Southern line of said Red Hill road nearly opposite of the road leading to the Cemetery and running southerly through land of George C. Wilson, William S. Nichols, William N. Flynt and to a point near a stake and stones on land of A. W. Porter, Also another highway commencing at a point on the Eastern line of the highway called High Street behind the house of Gustav Kewell and the house of James Smith and running Easterly on land of William N. Flynt, or A. W. Porter to near a stake and stones about twenty rods from the point of beginning Wherefore we respectfully ask your Honorable Board to view said premises at your earliest convenience and pass such order as shall in our past or in your judgment the public good require
Done at Monson this 21th day of August 1873

Joshua Tracy & others

The foregoing petition was ordered at a regular adjourned meeting of the County Commissioners holden on the second day of September in the year of our Lord one thousand eight hundred and twenty three, at which meeting the Commissioners appointed a time and place to give the premises and directed notice of the same to be given, and this petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed

To the County Commissioners of the County of Hampden
The undersigned Citizens and Tax payers of the Town of Monson respectfully
represent that the public necessity and convenience requires that a public
highway should be laid out and constructed commencing on the Westbury
side of the highway called Green Street at a point Southbury of the
dwelling house of Meakin Bradley and running westerly on land of
Daniel & Green, bridging the tracks of the New London Northern Rail
Road thence in a Southbury direction on land of James & Green, John
Hughes, Elwell, Purby, Alfred Norcross, Joseph L. Reynolds and Dwight
W. Ellis to the highway near the South Monson Depot. Also another
highway commencing on the Westbury side of Meakin that Northbury of the
Dye house of Reynolds Mill and running Northwesterly on land of J. L.
Reynolds and D. & Green to the highway called Green Street at a point
nearly opposite of the Dwelling house of Meakin Bradley. Wherefore
we respectfully ask your Honorable Board to view said premises at
your earliest convenience and such orders in whole or in part as in
your judgment the public good requires

Dated at Monson the 8th day of September 1873

J. L. Reynolds & others

The foregoing petition was returned at a meeting of the County
Commissioners begun and holden at Springfield within and for said
County on the first Tuesday of October in the year of our Lord one
thousand eight hundred and seventy three. At which meeting the
Commissioners appointed a time and place to view the premises and
directed notice of the same to be given and this petition was continued
to this meeting and now it is ordered that said petition be dismissed.

To the County Commissioners of the County of Hampden
The undersigned Citizens of said County respectfully represent that all
that portion of the old County road situate in Holyoke in said County
and extending from the Northbury water line of the second level Canal
of the Holyoke Water Power Company in an easterly direction to the
southerly shore of the Connecticut River at the old landing of the former
Holyoke and South Hadley Swing Ferry may with due regard to the
public convenience and necessity be discontinued the same being no
longer of use for public travel and not necessary to be longer maintained
at the public expense. Wherefore your petitioners pray your honorable
Board to view the same and to discontinue and to make such
other and further orders in the premises as the public convenience

Discontinued Meeting 1873

J. L. Reynolds & others
for a new highway in
Monson 89

J. L. M. Elsworth & others
for discontinuance of
highway in Holyoke
89

may require

John S. McEwen & others

The foregoing petition was introduced at a meeting of the County Commissioners begun and held at Springfield within and for said County on the first Tuesday of October in the year of our Lord one thousand eight hundred and seventy three. At which meeting the Commissioners hearing a view of the premises adjacent appointed Monday the twenty second day of December then next and one o'clock in the afternoon at the Haystack House in Helyoke as the time and place for viewing the premises and caused a copy of said petition to be served upon the clerk of the Board of Helyoke being the Court within which such discontinuance is prayed for thirty days at least before the time appointed for said view and also caused abstracts of said petition containing the substance thereof to be posted in two public places in said town and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Helyoke Transcript a newspaper published in said County said posting and the last publication of said copy having been published days at least before the time appointed for said view and before said view was had said Commissioners gave notice in like manner as directed in the foregoing notice of the petition to all persons interested of the time and place for commencing said view and on the twenty second day of December the Commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same the Commissioners then determined to hear the parties at the same time of said view and having heard the parties said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition and after considering the same said Commissioners do hereby order and adjudge that common convenience and necessity require that the prayer of the petition should be granted and after adjudicating as aforesaid and no persons or corporations having appeared at the time of said view to object thereto said Commissioners met on Tuesday the twenty third day of said December and proceeded to discontinue said highway as follows to wit: "And now it is ordered that all that portions of the highway aforesaid extending from the Northby creek line of the second level Canal of the Helyoke Water Power Company in an easterly direction to the southerly shore of the Connecticut River at the old landing of the former Helyoke and South Hadley Swing Ferry shall be discontinued as a highway No persons or corporations having appeared to claim damage in

consequence of the discontinuance of the aforesaid highway and in the opinion of the Commissioners more are entitled to damages and therefore more are awarded.

Wm. H. Lewis
J. H. Lyons } County Clerk
J. D. Barnes }

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appear and now the said report being read and considered is accepted and the road discontinued as and for a public highway.

To the County Commissioners of Hampden County

The Complaint of Cyrus D. Rudd of Holyoke in said County sheweth that he is the owner of a certain parcel of land situated in said Holyoke bounded and described as follows to wit: Northerly by land of the Holyoke Water Power Co. Easterly by land of the Connecticut River Railroad Company. Southerly by land of the said Water Power Company and Westerly by Chestnut Street. That the Selectmen of said Town on or about the twenty third day of September A.D. 1871 laid out a town way over and upon the land of your Complainant aforesaid and caused the damages occasioned to your Complainant thereby at the sum of three thousand five hundred dollars. And that subsequently to wit on the thirtieth day of the same September the said Town of Holyoke accepted the town way as laid out by the Selectmen as aforesaid and the said Town has entered upon your Complainant's land and constructed the town way aforesaid and your Complainant is aggrieved by the doings of the Selectmen in the assessment of his damages as aforesaid. Wherefore your Complainant prays that he may have the matter of his Complaint determined by a jury as provided by law, and that your Honorable body after due proceedings had in the premises will cause a jury to be summoned to deliver the said matter.

Cyrus D. Rudd
By his ally Leonard & Wells

Cyrus D. Rudd's pet. for
July 23
Town of Holyoke
29

The foregoing petition was entered at a regular adjourned meeting of the County Commissioners holden at Springfield within and for said County of Hampden on the fifth day of November in the year of our Lord one thousand eight hundred and seventy three when it was ordered that the Complainant give notice to the said Town of Holyoke to appear before the County Commissioners at the Court House in Springfield on Saturday the first day of February then next at ten o'clock in the forenoon by leaving them with an attested copy of said Complaint.

and of this order was made at least before the first day of February that they may show and then show cause why the prayer of said Complaint should not be granted. And on said first day of February the Complaint appeared by his attorney Leonard & Wells and the Town of Andover appeared by its attorney W. B. Le Plaisance and the Complaint was continued to the April Term, eighteen hundred and twenty three, when the death of the Complainant was suggested. When said Judge Administrator of said County of Andover moved for and had leave to appear and prosecute and the Complaint was continued to the October meeting in the year last aforesaid when it was ordered that a warrant for a jury issue commanding the Sheriff of said County to summon a jury of twelve men to hear and determine the matter of said Complaint as set forth in said petition which warrant was duly issued on the eleventh day of October eighteen hundred and twenty three. And on the fifth day of November in the year last aforesaid the Andover Water Power Company filed an application to become a party which application was in words as follows:

To the Honorable Commissioners of the County of Hampshire

Respectfully represent your petitioners the Andover Water Power Company a Corporation duly established and having its principal place of business at Andover in said County.

That they are the Mortgagees of a certain parcel of land situate in said Andover bounded and described as follows: Beginning at a point in the Eastern side of Current Street situate just southerly from the southerly corner of the lot of land conveyed to the Second Baptist Church and Society by deed dated January 14th 1856 and running southerly on the line of said Current Street (the same being one curve extending to the right of 170 feet radius the measurements being made on chords of 125 feet) ninety three feet thence Easterly and at a right angle to said Current Street one hundred and nineteen and twenty five one hundredth part the land on the Connecticut River Rail Road Company thence Easterly along the westerly line of said Connecticut River Rail Road Company land and parallel with said Current Street one hundred and forty one hundredths part to a point situate just southerly from the southerly line of said Baptist Church land thence Easterly in a straight line one hundred and nineteen and twenty five one hundredth part to the place of beginning.

That George A. Judd late of South Hadley in said County of Hampshire was the owner of the fee of said land and mortgaged the same to your petitioners by deed recorded in the County of

Reguly. Acts 212. Page 253

That in the month of September 1871 the Town of Holyoke laid out one acre and seven rods land a horse way and awarded damages to the said Judd for the damages done to his said property by the laying out of the way as aforesaid. That the said Cyrus I. Judd was dissatisfied with the award made to him as aforesaid and applied to your Honorable Body for a Sheriff's jury to assess his damages for the taking of his land as aforesaid, Your petitioners represent that in

1872 the said Cyrus I. Judd deposed before said jury and was called out upon his petition as aforesaid and that his father Thomas Judd of said South Hadley was appointed Administrator of his Estate that the said Thomas Judd as Administrator as aforesaid applied to your Honorable Body for permission to come in and prosecute said petition which right was duly granted him and thereupon a Sheriff's jury was ordered which have not yet determined the amount of said damages. Your petitioners further represent that no part of the consideration of said Mortgage has been paid to them and that they are interested in said proceedings. Wherefore they pray that they may become parties to said proceedings under said petition upon said application it was ordered by the County Commissioners that the petitioners give notice to the said Thomas Judd the Town of Holyoke and all other persons interested if any there are to appear before the said County Commissioners at the Court House in Springfield on Thursday the twentieth day of November current at eleven o'clock in the forenoon by serving them with an attested copy of said petition and of this order fourteen days at least before said twentieth day of November that they may then and there show cause if any they have why said petition should not be granted and on said twentieth day of November the application of said Holyoke Water Power Company was dismissed. And this petition was further continued to this meeting and now a certificate of the acceptance of said verdict is received from the Superior Court which certificate is as follows to wit: The jurors impanelled by J. M. Bradley Sheriff of the County of Hampshire on the twenty fifth day of October A.D. 1873 for the purpose mentioned on the warrant in this case issued on the petition of the said Cyrus I. Judd against the Town of Holyoke having been first duly sworn and having chosen Charles W. Spencer foreman by ballot adjourned to the 22nd day of November and from thence to the thirtieth of December where we proceeded to Campbell's mill the premises and fully hearing the parties estimate and assess the amount of damage sustained by the reasons of the taking of this

land for the purpose of a house way by and from of the year 1872 the sum of twenty five hundred dollars (\$2500), in full would be a just and reasonable compensation for all damages sustained.

C. M. Spencer Chairman

J. M. Harmon

H. M. Lyman

J. E. McKeen

T. H. Snow

J. W. Perkins

Theodore Demond

R. S. Currier

F. F. Smith

Neal Holcomb

Attest

Robert O. Morris Clerk

Marcia Lucas et al.

vs

City of Springfield

in

To the County Commissioners of Hampshire County

Respectfully represent your petitioners Marcia A. Lucas Mary E. Lucas and Emma A. Lucas by her guardian and next friend Henry Smith that they are the joint owners of two tracts of land situated in said Springfield bounded and described as follows to wit: one tract bounded southerly by Bridge Street, easterly by land of Geo. E. Foster, northerly by an Avenue and westerly by land of Joseph Butler, the other tract is bounded and described as follows to wit: southerly by Bridge Street, easterly by land of Mrs. Cook, northerly by an Avenue & land of Ray & Taylor, and westerly by land of Mr. Troutlette that your petitioners respective interest therein is as follows to wit: The said Marcia A. Lucas is entitled to a Dower Estate therein as widow of John E. Lucas deceased and the said Mary E. & Emma A. Lucas are the equal & joint owners thereof subject to the right of Dower of the said Marcia A. Lucas. And your petitioners further represent that in the year A.D. 1872 the City of Springfield widened said Bridge Street and for the purpose of such widening and for said street took a portion of each of said tracts of land and afterwards to wit on the day of December A.D. 1872 assessed & awarded the year petitioners damages for the land so taken and your petitioners allege that they are aggrieved by the doings of the said City in the matter of the assessment and award of damages as aforesaid and pray that your honorable body after due proceedings had in the premises will summon a jury to estimate and determine the amount of damages sustained by them by the taking of land for the widening of Bridge Street as aforesaid.

Springfield Aug 13. 1873

Leonard H. Miller Jures alleges

December meeting 1873

The foregoing petition was entered at a regular adjourned meeting of the County Commissioners held at Springfield, within and for said County on the twelfth day of August eighteen hundred and twenty three when it was ordered that the petitioners give notice to the Mayor of Springfield to appear before the County Commissioners at the Court House in Springfield in said County on Tuesday the second day of September next at ten o'clock A.M. by serving them with an attested copy of said petition and of this order fourteen days at least before said second day of September that they may show and then show cause why the prayer of said petition should not be granted. And this petition was continued to the October meeting in the year last aforesaid when it was ordered that a warrant for a jury be commanding the Sheriff of said County to summon a jury of twelve men to hear and determine the matter of said complaint as set forth in said petition which warrant was duly issued on the twenty-first day of November eighteen hundred and twenty three. And this petition was further continued to this meeting and now a certificate of the receipt of said writ is received from the Superior Court which certificate is as follows to wit: The Jurors empanelled by A. M. Bradley Sheriff of the County of Hampden on the twenty-fifth day of November A.D. 1873 for the purpose mentioned in the warrant in this case issued on the petition of the said Maria O. Lucas Mary O. Lucas and Emma O. Lucas by her guardians and next friend Herman Smith against the City of Springfield having been first duly sworn and having chosen Robert W. Bernier foreman by ballot and after ^{carefully viewing the premises & fully} hearing the parties estimate and assess the amount of damages sustained by the said petitioners by reason of the taking of their land for the purpose of widening Bridge Street to be the sum of Two thousand Two hundred and fifty dollars would be a just and reasonable compensation for the damages aforesaid.

Robert W. Bernier Foreman	Albert L. Phelps
W. L. Herrick	Patrick L. Burke
J. B. Potter	J. B. Corcoran
Wm. A. Smith	R. H. Pepper
W. H. Corcoran	Daniel E. White

Attest
Robert O. Morris Clerk

To the Honorable County Commissioners of Hampden County
Respectfully represents your petitioner Joseph Butler
of Springfield that he is the owner of a piece of land situate in Springfield in said County bounded on the East by land of the Town of

Joseph Butler
petr for a jury
81

E. Lucas on the North by land of C. L. Ma. on the west by Cooks Avenue and on the South by Bridge Street that for the purpose of widening Bridge Street the City of Springfield have taken a portion of your petitioner's said land and on the day of September 1873 estimated and awarded to him damages for the taking of the land aforesaid and your petitioner avers that he is aggrieved by the doings of said City in estimating and awarding his damages as aforesaid and prays that after due proceedings had in the premises your honorable body will order a jury to be summoned as provided by law to estimate the damages occasioned to his said lands by the widening of Bridge Street & the taking of his land as aforesaid.

Springfield Augt 13. 1873

Joseph Butler

The foregoing petition was returned at a regular adjourned meeting of the County Commissioners holden at Springfield within and for said County on the thirtieth day of August in the year of our Lord one thousand eight hundred and seventy three when it was ordered that the petitioner give notice to the said City of Springfield to appear before the said County Commissioners at the Court House in Springfield in said County on Tuesday the second day of September next at ten o'clock A.M. by serving them with an attested copy of said petition and of this order fourteen days at least before said second day of September that they may then and there show cause why the prayer of said petition should not be granted. And this petition was continued to the October meeting in the year last aforesaid when it was ordered that a warrant for a jury issue commanding the Sheriff of said County to summon a jury of twelve men to hear and determine the matter of said Complaint as set forth in said petition which warrant was duly issued on the twenty first day of November eighteen hundred and seventy three. And this petition was further continued to this meeting and now a certificate of the acceptance of said Verdict is received from the Superior Court which certificate is as follows: The Jurors represented by A. M. Bradley Sheriff of the County of Hampshire on the twenty fifth day of November 1873 for the purpose mentioned in the warrant in this case issued on the petition of the one Joseph Butler against the City of Springfield having been first duly sworn and having chosen Robert W. Bernier foreman by ballot and after carefully viewing the premises and fully hearing the parties estimate and assess the amount of damages sustained by the said petitioner by reason of the taking of his land for the purposes of widening Bridge Street to be the sum of one thousand three

December Meeting 1873

hundred and twenty four dollars would be a just and reasonable compensation for the damage as assessed.

Wm. A. Brown, Chairman

W. S. Harwick

E. H. Coomes

Wm. T. Barker

Chas. J. Smith

Albert S. Phelps

J. R. Coomes

J. R. Potter

K. H. Dwyer

Saml. S. White

Attest

Robert D. Morris Clerk

To the Honorable the County Commissioners of the County of Hampden.
Respectfully represent the selectmen of the Town of Agawam in said County that the mode of propelling the ferry boat between Agawam & Springfield provided by an order of said County Commissioners establishing a ferry across the Connecticut river between said places is expensive & ill adapted to the necessities & requirements of the public and of the Towns of Agawam & the City of Springfield. Also that the provision in said order for the maintenance of said ferry is inequitable & ought to be changed. Wherefore we respectfully request & humbly pray that said order be so modified as to allow a boat at said ferry to be propelled in some other suitable manner than by steam & so to provide that an increased portion of the expense of maintaining said ferry be paid by other parties than the Town of Agawam.

Agawam Jan'y 17 1874

Selectmen of Agawam

Selectmen of Agawam
for modification of order
establishing ferry boat
75

The foregoing petition was entered at a regular adjourned meeting of the County Commissioners holden at Springfield within and for said County on the twentieth day of January in the year of our Lord one thousand eight hundred and twenty four at which meeting the County Commissioners gave notice that they would meet for the purpose of acting upon said petition at the Court House in Springfield on Tuesday the twenty fourth day of February then met at nine o'clock A.M. and it was ordered by the County Commissioners that a copy of said petition and of this order be served by the Sheriff of said County on his deputies upon the Clerk of the Town of Agawam and of the City of Springfield in said County thirty days at least before the said twenty fourth day of February and that all other persons and corporations interested therein be notified by publishing a copy of said petition and this order therein once each in the Springfield Daily Union a public newspaper printed in said Springfield Daily Union a public

~~may for printed in said County three weeks~~ successively the last publication to be fourteen days at least before the next twenty fourth day of February. And now, after a hearing of all parties interested, it is ordered that said petition be dismissed.

Register of Deeds The votes for Register of Deeds for the County of Hampden being examined and counted on the first Wednesday of January A.D. 1873, it appears that James E. Russell of Springfield has eight thousand and eighty eight votes. Wm. C. Dappell has one vote. James E. Russell having received the highest number of votes is declared to be elected, and now appears as sworn and gives bond for the faithful discharge of the duties of his office.

County Treasurer The votes for County Treasurer having been also examined and counted on the same day it appears that Mr. Wells (Bridge of Springfield) has four thousand and forty three votes. E. B. Maynard of Springfield has four thousand and four votes. McNeill's (Bridge of Springfield) has one vote. Mr. W. (Bridge of Springfield) has eight votes. Mr. J. Bridge of Springfield has one vote. William Mearns of Springfield has one vote. Wells (Bridge of Springfield) has five votes. Bridge of Springfield has four votes. W. E. Bridge of Springfield has one vote. And E. Wells (Bridge of Springfield) has one vote. Mr. Wells (Bridge) having received the highest number of votes is declared to be elected, and now appears as sworn and gives bond for the faithful discharge of the duties of his office. The votes of Holyoke, Westfield, Ludlow, Palmer, Wilbraham, Monson, West Springfield, Chicopee, & Agawam, were recounted by the Commissioners on the petition of E. B. Maynard.

Overseers of House of Correction Charles L. Gardner of Palmer, James Kirkham of Springfield and R. W. Kellogg of Southwick are appointed overseers of the House of Correction for the year ensuing (Jan'y 7. 1874).

Dr. Albert A. Rice is appointed physician for the jail and House of Correction (Jan'y 7. 1874).

December 1873

Estimated expenses of the County of Hampshire for the year 1874 with the amount necessary to be raised by tax

For payment of jurors	1550.00
" Salaries of Jurors	200.00
" Officers of Courts	1572.50
" Salaries of Justice County Commissioners	1750.00
" Land Warrages	500.00
" Sheriff's Jurors	350.00
" Pub Commissioners Notices	300.00
" Surveys of Highways	300.00
" Construction of Highways & Monuments	5500.00
" Inquests	1000.00

At Jail & House of Correction

For Provisions	6000.00
" Clothing	900.00
" Fuel & Lights	2000.00
" Beds and Bedding	200.00
" Salaries of Officers	4200.00
" Repairs	1500.00
" Instruction	300.00
" Furniture	300.00
" Miscellaneous expenses	300.00
" Medicine and attendance	200.00

At Court House

For Salary of Messenger	1200.00
" Record Books and Stationary	1000.00
" Law Library	1000.00
" Repairs	200.00
" Fuel & Lights	900.00
" Clerks of Courts	4000.00
" Salary of Sheriff	1300.00
" " " Treasurer	1500.00
" Examiners of accounts	100.00
" Legal expenses	100.00
" Criminal Costs	1400.00
" Interest on County Rates	18000.00
" Payment of Sheriff's debt	20000.00
" County indebtedness for orders drawn on the Treasury	<u>5500.00</u>

State. Amount	114887. 61
Deduct balance in Treasury	24935. 00
Amount called for by Tax	89952. 61

Wm. H. Lewis
J. D. Morris } County Commrs.
Lawson Silby }

Wm. H. Harrison & Co.
Petition for relocation of
Highway in Westfield
County.

Commonwealth of Massachusetts

Resolved by the County Commissioners meeting December 27th A.D. 1873

In the matter of the petition of William H. Harrison and others petitioners
for a relocation of Highway in Westfield finished at the December
meeting eight hundred and twenty two

It now appearing that in the
report of the relocation on the petition above referred to an error
has been made in describing the width of said Highway viz: as if
the width of fifty six feet whereas it should have been described as
being fifty five feet & six inches in width. We therefore amend our
said report by inserting in the same after the words "Which is located
the words "fifty five feet six inches" instead of fifty six feet so that the
whole description of the width of the road shall read as follows
viz: The foregoing is the description of the whole or left line of
the Highway which is located fifty five feet six inches wide being
an addition to the width of the old road of eight feet upon either
side thereof

Wm. H. Lewis
J. D. Morris } County Commrs.
Lawson Silby }

Additional Savings
on Oct. 4 1873
of Palmer \$100.00

Resolved by the County Commissioners meeting Dec 28 1873

Ordered that the sum of one hundred dollars be paid out of the
County Treasury to John Corvise for damages occasioned by reason
of the location and construction of a Highway on Palmer as petitioners
for by William H. Brooks and others

Wm. H. Lewis
J. D. Morris } County Commrs.
Lawson Silby }

November Term 1873

The highway constructed in Adyels and Westfield located and ordered upon the petition of the Adyels and Westfield Rail Road Company is accepted Dec 22

The highway constructed in Palmer located and ordered upon the petition of O. B. Smith and others is accepted Dec 24

The highway constructed in Blandford located and ordered upon the petition of James C. Blair and others is accepted Dec 24

The highway constructed in Palmer upon the petition of William Peckharts and others is accepted Dec 24

The highway constructed in Westfield upon the petition of Edward Parsons and others is accepted Dec 24

Quinn B. Rockett is appointed messenger to the courts at the New Court House

~~It is ordered that there be paid to the said William Peckharts the sum of eight hundred dollars for damages to land taken for highway upon the petition of William Peckharts and others~~ \$800.00

~~Ordered that there be paid to James Peckharts the sum of one hundred and twenty dollars for damages to land taken for highway upon the petition of Charles H. Peckharts and others~~ \$120.00

The sum of ten hundred and twenty three dollars and twenty four cents is allowed for damages done to sheep and other domestic animals by dogs and for services performed under Chapter 130 of the acts of 1867 and the same is ordered to be paid out of the monies received by the County Treasurer under the provisions of said act

Sheep damages
\$1023. 24

The County Commissioners having apportioned the monies received under the provisions of Chapter 130 of the acts of 1867 not expended in the payment of damages done by dogs order that the same amounting to the sum of six thousand eight hundred and fifty dollars to be paid to the Treasurer of the several cities and towns of the County in the proportions following viz.

To the Town of Agawam	\$ 356.67
" " " " " " " " " " " "	117.22
" " " " " " " " " " " "	157.23
" " " " " " " " " " " "	123.12
" " " " " " " " " " " "	635.25
" " " " " " " " " " " "	134.82
" " " " " " " " " " " "	53.62
" " " " " " " " " " " "	568.22
" " " " " " " " " " " "	187.22
" " " " " " " " " " " "	117.66
" " " " " " " " " " " "	320.19
" " " " " " " " " " " "	41.22
" " " " " " " " " " " "	361.62
" " " " " " " " " " " "	57.77
" " " " " " " " " " " "	142.13
" " " " " " " " " " " "	2164.30
" " " " " " " " " " " "	54.66
" " " " " " " " " " " "	115.86
" " " " " " " " " " " "	349.30
" " " " " " " " " " " "	763.77
" " " " " " " " " " " "	315.22 \$6857.00

Selection of
West Springfield
Date: 10th Nov 1872
ing over Main St. in
West Springfield

25

To the Honorable County Commissioners of the County of
Hampden

Respectfully your petitioners the Selectmen of the town
of West Springfield that there is a highway in said town called
Main Street which is crossed by the road of the Boston and
Albany Railroad Company a Corporation having a usual place
of business in Springfield that the space between the two abutments
of the bridge on which said road crosses said road is narrow
and inconvenient and your petitioners further represent that in
their opinion it is necessary for the convenience and safety of
the public that said crossing should be altered and the space for
travel between said abutments made wider and respectfully
pray that after due notice to the said Corporation your petitioners
order such alteration in the said crossing and such a widening
of said space for travel as shall appear necessary to secure the
convenience and safety of the public.

Dated at West Springfield Aug 30 1872

Selectmen of West Springfield

The foregoing petition was introduced at a regular adjourned meeting of the County Commissioners held on the tenth day of August in the year of our Lord one thousand eight hundred and seventy two at which meeting the Commissioners during a view of the premises expedient appointed Saturday the fourteenth day of September then met and prior to that in the forenoon at the Court House in Springfield at the time and place for viewing the premises and caused a copy of said petition to be pinned upon the Clerk of the Town of West Springfield and on the Boston and Albany Rail Road lying through the town within which such alteration is prayed for thirty days at least before the time appointed for said view and caused abstracts of said petition containing the substance thereof to be posted in two public places in West Springfield and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper published in said county said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view and before said view was had said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view and on said fourteenth day of September the Commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same the Commissioners then determined to hear the parties at the time of said view and having heard the parties said Commissioners then continued the further consideration of the matter to the next regular adjourned meeting of the Commissioners and fixed time to terminate Saturday the first day of February A.D. 1873 at which time the paper of the petition was further considered and said Commissioners did then adjudge that common convenience and necessity require that the prayer of the petition should be granted And no persons or corporations having appeared to object thereto said Commissioners proceeded on said first day of February to prescribe the manner and limits within which said alterations should be made to wit a bridge shall be constructed over the highway aforesaid of sufficient length and height to give an unobstructed passage way underneath the same of the entire width of the said highway and the highway underneath the bridge is to be so constructed as to be safe and convenient for the public travel over the entire width of the same and J. B. Rutherford of Blandford was

named by the County Commissioners as one of their designated
persons to determine the way by whom the foregoing decision should
be carried into effect. And this petition was continued from meeting
to meeting and now the Commissioners appointed under the provisions
of Chapter 262 of the acts of 1872 for a report of their action
which is in words as follows to wit: The undersigned Commissioners
appointed in accordance with the provisions of Chap. 262 of the
Acts of Legis of Mass. A.D. 1872 to determine by what party or
parties all charges and expenses occasioned by making the alterations
and changes in the method of crossing Merim Street in West
Springfield by the Boston & Albany Railroad as specified in the order
of the County Commissioners of Hampden County dated February
1st A.D. 1873 shall be borne and by whom carried into effect after
giving notice and hearing all parties appearing & wishing to be
heard upon the subject have made their final award and deter-
mination as follows: The Town of West Springfield and the
Boston & Albany Railroad Company shall each pay one half of
the costs and expenses of making the prescribed changes as specified
in the aforesaid order of the County Commissioners and shall each
pay one half of the charges expenses and costs of hearing before the
undersigned Commissioners. The County of Hampden shall pay
the aforesaid charges and expenses of the application to the County
Commissioners in this case. And the undersigned do further
award and determine that the said Boston & Albany Railroad
Company shall have charge of and superintend the making of
the prescribed changes in the method of crossing the said Merim Street
and the undersigned do further award and determine that
where the specified changes in the method of crossing said
Merim Street shall have been made by the said Boston & Albany
Railroad Company in accordance with the said order the said
Boston and Albany Railroad Company shall thereafter repair
and maintain the Bridge and the masonry upon which it rests and the
towers of West Springfield shall thereafter keep in repair and maintain
the highway at said crossing and the approaches thereto. The costs
and charges of hearings before the undersigned Commissioners amount
to one hundred and fifty dollars (\$150)

A. D. Briggs
J. M. Brown } Commissioners
J. A. Bartholomew }

To the County Commissioners for the County of Hampshire

The undersigned Directors of the Boston & Albany Railroad Company and Mayor and Aldermen of the City of Springfield being of the opinion that it is necessary for the security and convenience of the public that the method of crossing Main and Chestnut streets in said city by said railroad should be altered they respectfully ask your honorable board to prescribe such an alteration as will separate the grade of said railroad from the grades of said streets and allow said streets to pass under said railroad.

Boston & Albany R.R. Co.

By C. W. Chapin, Clerk

Mayor & Aldermen of the City of Springfield

The foregoing petition was entered at a meeting of the County Commissioners holden on the first Tuesday of October in the year of our Lord one thousand eight hundred and seventy three at which meeting the Commissioners during a view of the premises expedient appointed Tuesday the eighteenth day of November then met and nine o'clock in the forenoon at the Court House in Springfield as the time and place for viewing the premises and hearing of all parties interested and caused a copy of said petition to be served upon the clerk of the City of Springfield and the Boston and Albany Railroad Company being the City within which such alterations is prayed for thirty days at least before the time appointed for said view and also caused abstracts of said petition containing the substance thereof to be posted in two public places in said city and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union a newspaper published in said County said posting and the first publication of said copy having been fourteen days at least before the time appointed for said view and hearing and before said view was had said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view and hearing and on said eighteenth day of November the Commissioners met at the time and place appointed and proceeded to view the premises and hear the parties interested and said Commissioners further met the parties by adjournment on the ninth and tenth days of December then met and after viewing the premises and hearing the parties as aforesaid the Commissioners continued the further consideration of the matter to the next regular adjourned meeting and so from time to time until Saturday the thirty first day of January then met when the prayer of the petition was further considered and said Commissioners did then adjudge that common convenience and necessity require that the prayer of the petition should be granted And on said

December Meeting 1873

Boston & Albany R.R. Co.
Petition for alteration of
grading of the B. & A. R.R.
at Main & Chestnut Sts.
Springfield 77

Proceedings in this
case quashed by the
Supreme Judicial Court
See record of County
Commissioners
Vol 9 fol 68

thirty first day of January said Commissioners agreed to provide the masonry
and stone work which said alterations shall be made to wit: That the
grade of the Boston and Albany Railroad tracks across Main Street shall
be raised so that the top of the rails shall be not less than ten feet above
the present height of the same on the equality line of Main Street on a super-
structure of stone of sufficient strength for the passing of locomotives and
suitable for the transaction of the business of said Railroad with a clear
space equal to the width of said street and the bottom of the masonry of
space in said structure of not less than two feet below the bottom of the
rails but not enough to reduce the headroom from the height provided
shall be filled solid with iron wood and sand in the manner best
calculated to prevent the noise of passing trains reaching the street.
And said bridge and the approaches thereto for a space of not less than
fifty feet on each side of the same shall be enclosed in a suitable
stone structure of stone or stone for the same purpose. The bridge
must rest on stone abutments constructed in a thorough and work-
man like manner of sufficient length to keep all material out of the
street five feet thick on top even but thick on the bottom above the
foundation course which will be laid with a projection of not less than
six inches all around the bottom of the foundation course will be four
feet below the proposed grade of Main Street and will rest on a suitable
pile foundation. The foundation course must be not less than two feet thick
of long sound granite stone. The masonry above the foundation will be of the
best class laid in cement with the beds and joints dressed sufficiently to
enable the work to be laid to one half inch joints and the point of the
masonry to be work face. In case it shall be determined to enclose the
bridge over Main Street in a stone structure a wall must be built back
from the abutments on the range of the wall crossing the street for a
distance of twenty five feet from the abutments and to the height of four
feet above the skew back of the arch. If this wall is surrounded by earth it
may be four feet in thickness but if used as retaining wall as well as to
withstand the thrust of the arch must be of the same dimensions as the
abutment and the foundation for both abutment and wall must
be six feet below the proposed surface of Main Street and both must be
supported by piling and concrete covered with timber in a thorough and
workman like manner below that depth. Main Street may be excavated
for a distance of fifty feet on each side of the center of said bridge to a
depth of not more than two feet below the present height of the top
of the rails on the east line of said street but under no circumstances
is the headroom in the middle of the street to be increased more
than one and one half feet clear of all obstruction and the side walls

may be raised two feet above the street and the headroom for the same must be not less than ten and one half feet. Before each side of said depression there must be a grade rising gradually at the rate of one in fifty till it meets the present grade of Main Street and all public streets affected by said change of grade will be brought to the proposed grade by the same rate of inclination.

And on said thirtieth day of January the said Commissioners further provided to provide the manner and limits within which said alterations should be made on Chestnut Street to wit: The grade of the Boston and Albany Railroad tracks across Chestnut Street shall be raised so that the top of the rails shall be not less than two and one half feet above the present height of the same measured at the center of the street and said tracks shall there cross over said Chestnut Street on a superstructure of iron of sufficient strength for the passing of locomotives and suitable for the transaction of the business of said Railroad. A space in said structure of not less than five feet below the bottom of the rails but not enough to reduce the headroom from the height given below shall be filled solid with iron wood and sand in the manner best calculated to prevent the noise of passing trains reaching the street and said bridge and the approaches thereto for a distance of not less than one hundred feet on each side of said street shall be enclosed in a tight board fence not less than ten feet high for the same purpose and for hiding the view of the trains from the street. The bridge must rest on stone abutments constructed in a thorough and workmanlike manner of sufficient length to keep all materials out of the street five feet thick on the top seven feet thick on the bottom above the foundation course which will be laid with a projection of not less than six inches all around. The bottom of the foundation course will be not less than four feet below the proposed grade of Chestnut Street and must rest on a secure basis the stone in the foundation course must be of long squared granite stone not less than two feet thick. The masonry above the foundation will be of the first class laid in cement with the beds and joints dressed sufficiently to enable the work to be laid to one half inch joints and the front of the wall to be rock faced. Chestnut Street may be excavated not more than twelve and one half feet below the present height of the top of the rails at the center of the street for a distance of fifty feet on each side of the center of the bridge but in no case in the headroom in the middle of the street to be less than twelve and one half feet clear of all obstructions. On the north side of this depression Chestnut Street will be excavated

to a grade going three feet in one hundred till it meets the present grade of the street. the grade of Liberty Street on the east will rise from the proposed grade of Chestnut Street by an inclination of six inches in one hundred feet to the present surface and on the West side of Chestnut Street the grade of Liberty Street will be level with Chestnut Street till it intersects the present grade on the South side of the division Chestnut Street will be excavated to a grade rising regularly at the rate of one and one half feet per one hundred to the present surface and Lyman Street on the East will be excavated to a grade rising regularly from Chestnut Street at the rate of two feet in one hundred till it meets the surface and on the west side the grade of Lyman Street will descend at the rate of one half foot in one hundred till it meets the present surface.

George A. Townsend being disqualified to act as County Commissioner on account of absence Simon S. Southworth Special Commissioner was called and acted in his stead.

And S. A. Bartholomew of Blandford was named by the County Commissioners as one of three disinterested persons to determine the parties by whom the foregoing decisions should be carried into effect.

Land Damages
\$720.00

The following persons are allowed the sums set against their names for damages to land for highways amounting to the sum of nine hundred and twenty dollars and the same are ordered to be paid from the County Treasury

To the Valley Paper Co on Pet of William Whiting & others \$500.00
To James Robinson on Pet. of Charles L. Paulson & others 420.00

Accounts
\$22,192.76

Several accounts being now presented are allowed amounting to the sum of fifty two thousand eight hundred and ninety nine dollars and seventy six cents and the same are ordered to be paid from the County Treasury

Hampden SS March 28. 1874

Judgment is entered up according to the facts &c and all matters not acted upon are ordered to be continued and the reading is adjourned without day

Attest

Robert O. Morris Clerk



HALL OF JUSTICE
50 STATE STREET
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts

COUNTY OF HAMPDEN

REGISTER OF DEEDS

DONALD E. ASHE

TELEPHONE
(413) 755-1722 / 784-0479
FAX (413) 731-8190

[Handwritten signature]

Commonwealth of Massachusetts

Hampden ss

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the second Tuesday of April being the fourteenth day of said Month and by adjournment on the twenty eighth day of said Month on the fifth sixth seventh and eighth days of May on the second and twenty second days of June in the year of our Lord one thousand eight hundred and twenty four

Present William M. Lewis Esq. Chairman

James C. Loomis	} County
Samson Sibley	

Emilie Otto Petitioner
a. June

32

To the Honorable County Commissioners of Hampden County

Respectfully represents your Petitioner Emilie Otto of Springfield Hampden County Massachusetts that she is the owner of certain premises situated in said Springfield bounded and described as follows to wit: North by land now or formerly of Solomon C. Warren East South and West by highways. That on the

day of June A.D. 1872 the City Council of the City of Springfield voted and ordered a certain street in said Springfield known as the X road, and in such relocation and widening took for the said street land of your petitioner above described situate and about and established the said road upon the land of your petitioner above and took a portion thereof for said road. And your petitioner further says that on the

day of June A.D. 1872 the City Council allotted and awarded to her as the damages occasioned to her by the said relocation and widening of said highway the sum of seven hundred dollars. And your petitioner complains and avers that she is aggrieved by the several doings of the City Council in apportioning and awarding to her damages as aforesaid Whereas she prays that after due proceedings had in the premises a jury may be summoned to determine the matter of her said complaint in such manner as is by law provided

Springfield April 9. 1873

Emilie Otto

By Edward G. Wells

her atty.

The foregoing petition was read at a meeting of the County Commissioners held at Springfield within and for the County of Hampshire on the second Sunday of April in the year of our Lord one thousand eight hundred and twenty three when it was ordered that the petitioners give notice to the said City of Springfield to appear before the County Commissioners at the Court House in Springfield in said County on Wednesday the twenty fourth day of April current at nine o'clock A.M. by serving them with an attested copy of said petition and this order fourteen days at least before said twenty fourth day of April that they may show and then show cause why the prayer of said petition should not be granted. And the petition was returned from writing to writing to the October meeting eight hundred and twenty three when it was ordered that a warrant for a jury issue commanding the Sheriff of said County to summon a jury of twelve men to hear and determine the matter of said Complaint as set forth in said petition which warrant was duly issued on the eleventh day of October eighteen hundred and twenty three and this petition was further returned to this meeting and now a certificate of the acceptance of said verdict is received from the Superior Court which certificate is as follows to wit: The jurors empanelled by J. M. Bradley Sheriff of the County of Hampshire on the twenty second day of October A.D. 1873 for the purpose mentioned in the warrant in this case issued on the petition of the said Emily Otto against the City of Springfield having been first duly sworn and having viewed Pauline Hall's farm by ballot after carefully viewing the premises and fully hearing the parties estimate and after the amount of damage sustained by the said petitioner by the reason of the relocation and widening of the highway over her land as narrated in the warrant to be the sum of eight hundred and thirty five dollars to be a just amount of said damage.

Andrus Hale (Treasurer)
George A. Smith
E. H. Green
C. W. Perkins
William Smith

Amos Russell
Charles E. Bagg
Bryce C. Ashley
William Chapman
George Benson

Attest
Robert W. Brown Clerk

To the County Commissioners of the County of Hampshire
Respectfully represent the undersigned citizens and legal voters in said County and that they with their petitioners in making the settlement of said claim to waste and fuel

W. H. Mearns & Co
City for a better way
in Palace
50

A fence was on the lot of the Palmyra Ferry point where
located that intersect with Park Street and then continuing the
direction of Street that South West side and across existing premises
way and then way and lands of William Thompson, John Higgins,
Charles Thompson and John Perry to a point on Main Street
nearly opposite the West side of the passenger house of the Boston &
Albany Railroad Company and that said Abbotson has unreasonably
refused and neglected to lay out said town way, therefore your petitioners
being aggrieved thereby respectfully request that you will run said premises
and take such action in relation thereto as the public convenience
and necessity may require

October 7 1873

Edw. W. Thompson & others

The foregoing petition was read at a public hearing of the
Board of Commissioners held on the first Tuesday of October eighteen
hundred and seventy three at which meeting the Commissioners having
view of the premises specified appointed Wednesday the twenty fourth
day of December then next and came to the place at the
lot of the Boston & Albany Railroad Company in Palmyra at the town
and place for running the premises and caused a copy of said petition to
be served upon the clerk of the town of Palmyra being the town within
which such location of town way is prayed for thirty days at least
before the time appointed for said run and also caused the clerk of
said petition containing the substance thereof to be posted in two public
places in said town and also gave notice to all persons interested by
causing a copy of said petition to be published three weeks successively
in the Palmyra Gazette a Tri-weekly paper published and printed and dated
and the last publication of said copy having been fourteen days at least before
the time appointed for said run and before said run was had said Board of
Commissioners gave notice in like manner as described in the foregoing notice of the
petition to all persons interested of the time & place for running said run
And on the said twenty fourth day of December the Commissioners met
at the time and place appointed to run the premises and having viewed
the same the parties were heard and after hearing said Commissioners
proceed to consider and adjudge upon the prayer of said petition &
after considering the same said Commissioners did adjudge that the
Abbotson of said town of Palmyra have unreasonably refused to grant
the prayer of said petition & that Commission said convenience and necessity
require that the prayer of the same should be granted and after
adjudging as aforesaid said Commissioners appointed Saturday

the twentieth day of March said road was located in the form
at the Antiquary House on said balance at the time and place above said
when they would meet and proceed to locate said town way, the said
Commissioners having given notice of the application and the time &
place appointed for the purpose of said location in the same manner
as the notice and publication was given and made and as is by law in
such case made and provided before proceeding to construct publishing
an abstract of said petition instead of a copy thereof on the said twenty
eighth day of March said Commissioners met and proceeded to locate
said town way as follows to wit: "Commencing at a stone monument
in the North side of Park Street and in a compass the North side of
Central Street then running South fifty nine degrees West to be divided
and every two and a half feet to a stone on the North side of
Park Street then the foregoing location is over the town road and
lands of A. R. Lawrence, Wm. Thompson, John Henry and Marshall
McFarland and is fifty feet wide the line described being the Eastern
side of said road as located in location.

The variation of the needle is $9^{\circ} 30'$ West. And now it is ordered
that the said town of Salinas have the road above which is
within the limits of the said town of Salinas to be worked made
and completed in the most faithful and workmanlike manner
and as follows to wit: The said road must be thoroughly ploughed
when ploughing is practicable & be thoroughly cleared of stumps
stumps & roots. The top soil when it is unsuitable for making a hard and
permanent road must be removed out of the travelled way or may
be used in embankment if it be so placed as not to be within twelve
inches of the surface of the road when finished. Where the materials
within the travelled part of the road are unsuitable for making a
hard and durable road & the subsoil under the same is of a loamy or
clayey character a top covering of at least inches of good gravel or
some other good material the best that can be obtained in the vicinity
whether within or without the location of the road will be required
over the whole width of feet for the travelled part of the road
where the subsoil is sand the said travelled part of the road after
being properly graded must be uniformly covered over its whole width
with a coat of loam four inches thick and afterward with a top
covering of eight inches of good gravel or some other good material
thrust evenly over its whole surface. Said road must be judiciously
crowned from the exterior of the sides of the travelled part thereof
to its center to the height of inches and the travelled part
thereof must be worked to the width of feet exclusive of the

side slopes of the ditch so that carriages and teams may pass with safety & convenience over any and every part of the cut & raised. The said travelled part of the road must be worked in the center of and parallel to its location without any regard to the inclination of the land not for material in constructing the road except near its angles which must be judiciously rounded so as to render its turnings as gradual & easy as possible. In grading the road care must be taken to avoid unnecessary undulations and in one instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is here after mentioned. The side slopes where they are needed must be constructed entirely without the travelled part of the road of cut as aforesaid must be made by sloping from the extreme line of the smallest part of said road one and a half feet at an angle of twenty four degrees or two and one half feet slope to one foot rise to be maintained horizontally with the base or chord line of the curve of the road. They must be worked as above with the center line of the travelled part of the road without unnecessary undulations in their direction. The road must gradually descend with a smooth even surface in the direction of the road towards the point of discharge in such manner that no water can permanently stand by the road side. On swamps or meadow land where the road is made by embankment is liable from its weight to settle or sink. Through the road the side slopes will in no instance be allowed. On the side of hills where the road is made partly by embankment & partly by excavation the road must be crowned in manner before mentioned from the edge of the interior slope of the ditch on the uphill side to the center & from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy & adhesive character must be made at an angle not exceeding forty five degrees where the materials are loose gravel or sand the angle must not exceed thirty degrees from a horizontal line or two feet slope to one foot rise. Said road must be firmly & substantially sailed when sailing is necessary for the safety & convenience of the traveller. The sailing must consist of straight handspikes & stanchions & poles not less in any part than five inches in diameter and be securely fastened with iron bolts to stanchions & poles two feet high above the face of the road not less than eight inches in diameter embedded in the earth or embankment not less than three feet & not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well laid stone walls.

stones two feet high & one diameter at the center not less than eight inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splittings of said rails must be made on the summit or top of 28 in. over the stone supports aforesaid by transferring the joining ends of each of said "posts & joints" at least one foot in length on each side so that the sharpened faces will fit in close together with the iron belt aforesaid passing directly through the center of said joining or splittings. In a stone wall built in a substantial workmanlike manner two & half feet above the face of the road not less than two feet in thickness at its base fifteen inches at its top & placed on a good bank wall may be substituted for the railing aforesaid. In all places where it is necessary to have railing the road if continued of such slope must be widened sufficiently wide to allow the posts which support said railing to be firmly & permanently placed in the embankment with the interior or inside thereof not less than four feet within the edge of the slope of the embankment & without in any manner obstructing or interfering with said 28 feet for the travelled part of the road. Where the sides of embankments are constructed or covered with substantial well laid stone walls instead of the earth slopes before mentioned and where the materials can be obtained at a reasonable expense this kind of structure will be required. Said walls must be battened back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the same from thereof being perpendicular. The road must be widened to no greater width than twenty four feet on the top or face of the embankment to furnish a firm support to the railing & the twenty feet clear of all obstructions for the travelled part of the road aforesaid. All bridges must be constructed with substantial well laid stone abutments & covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material & a covering of the road of twelve in addition except the span of the arch or width of a bridge each road three feet in the clear where it may be covered with good chestnut or white oak three inch plank. Wherever a bridge is covered with plank the top of the planking must be at grade & a stick of chestnut timber two inches in the bottom & wide & sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to & from said bridge. All bridges must be made 28 feet long measured at right angles with the direction of the road and be

substantially & properly suited to the length of three feet and to the width of not less than 2 1/2 feet between the outside lines of all structures. The necessary dimensions must be made if the same length as the bridge & be measured in the same manner with good firm straight stone sides or shutters not less than two feet apart & 15 inches high & be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material & the road on said shutters must be measured 15 inches in addition. The owner of land on which said road is to exist retain the legal right to construct cattle culverts or fence bridges across & underneath the road for their accommodation & convenience provided they do not thereby increase the ascent or descent in the grading of the road as hereafter described & construct said culverts or bridges in manner possible for the bridge and said culverts when placed in ground shall after be maintained by such owner from time to time in good repair and in such condition as to render them safe and convenient for the traveller in grading the road aforesaid. One must be used in front of any dwelling house or other building where an excavation is required to leave the side bank thereof nearest said building in the best shape for placing in a bank wall if the corner of said building shall so direct otherwise so to slope such side bank as to cause the least possible injury to said building or the appearance thereof provided however where such passage ways cannot be made safe and convenient by sloping as aforesaid culverts shall be constructed for that purpose. Whenever an embankment is created in front of a dwelling house or other building it must be constructed and sloped on that side of the travelled way nearest said building in such manner as to render the road safe without the risk of sliding from such excavation can be allowed and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. But that trees here planted or saved beside the proposed travelled way by the owner of land on which said location is made whether for the shade they give or the shade and ornaments they furnish to the farms adjacent are not to be removed or injured unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing intersecting or connecting with the road aforesaid be so raised or lowered & widened at the points of their said crossings intersections or connections therewith as to render them perfectly safe said.

convenient for the traveler and it is further ordered that the
grading of — road as aforesaid which is within the town of Palmer
be so marked as not in any place to exceed the angles of ascent or descent
from a horizontal line hereafter mentioned. Where it is found that
the grade is to be made uniform and from Pleasant
to the intersection with Park street a uniform grade will be required.
The County Commissioners having heard all persons and corporations
interested in relation to the question of damages who expressed a desire
to be heard thereon, and having fully considered the same
award and determine that the sum of three hundred dollars be
paid to S. K. Lawrence

\$300.00

and the sum of fifteen hundred dollars be
paid to William Thompson

\$1500.00

and the sum of four thousand dollars be
paid to John Henry

\$4000.00

and the sum of four hundred dollars be
paid to Marshall W. French

\$400.00

All in full compensation for all damages they will sustain
in consequence of the foregoing location of Town way

to other persons or corporations having appropriate claims damages
and other claims in the opinion of the Commissioners being
entitled to damages more are awarded.

The owners of land are allowed until the first day of June
next to remove their buildings trees and fences

And it is further ordered that the town of Palmer cause
the foregoing construction of town way to be made and completed
in accordance with the foregoing order and to the satisfaction
of the County Commissioners on or before the first day of
July next.

Charles J. Morris being disqualified to act as County
Commissioner on account of absence Thomas G. Smithworth
Special Commissioner was called and acted in his stead

Wm. H. Lewis County

Lawson Kelly Commissioners

Thomas G. Smithworth & Special Commissioner

All of which by the report of said Commissioners filed among
the proceedings on the aforesaid petition fully appear and now
the said report being read and considered is accepted and the
road established as and for a town way

17
To the Honorable the Board of County Commissioners of the
County of Hampshire and Commonwealth of Massachusetts
in Springfield
1875

The undersigned citizens of said County respectfully represent that the common convenience and necessity require the alteration of Elm Street so called in said County from the intersection thereof of Broad Street to its Southern terminus and also the alteration of North Elm Street so called in said County from at or near the Warehouse of Hanson and deposited thence to its Southern terminus and junction with said Elm Street. They therefore pray you after due proceedings had to make such changes in the location and alterations thereof as in your opinion the public convenience requires.

James D. Thompson & others

The foregoing petition was read at a regular adjourned meeting of the County Commissioners begun and holden at Springfield within and for said County of Hampshire on the fourteenth day of March in the year of our Lord one thousand eight hundred and twenty four at which the Commissioners appointed a time and place to give the petition and character of the same to be given and this petition was continued to the meeting and now it is ordered that said petition be dismissed.

18
To the Honorable the Board of County Commissioners of the
County of Hampshire and Commonwealth of Massachusetts
in Springfield
1875

The County Commissioners for the County of Hampshire of our petitioners inhabitants of the town of Webster in said County would respectfully represent that the County road in said Webster between the West of William A. White and the second bridge called the John Lee's bridge has become very rough because of high water of the West branch of Westfield River making it necessary to alter the location opposite of land of Elias Gray. Your petitioners would therefore ask that you would order the purchase and make such alterations as necessary and order the same constructed.

Charles W. Gray & others

Charles W. Gray & others

The foregoing petition was read at a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampshire on the second day of April in the year of

April 18th 1875

and said one thousand eight hundred and seventy four at which meeting the commissioners during a view of the premises exhibited situated Wednesday the tenth day of June then met and took action in the forenoon at White Sulphur Springs at the time and place for receiving the petition and caused a copy of said petition to be posted upon the clerk of the town of Libertyburg the town within which such alteration is prayed for thirty days at least before the time appointed for said view and also caused abstracts of said petition containing the substance thereof to be posted in some public places in said town and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper published in said county said petition and the last publication of said copy bearing date January day at least before the time appointed for said view and before said view was had said commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view and on said tenth day of June the commissioners met at the time and place appointed and proceeded to run the process and having run the same the commissioners then determined to hear the matter at the same time of said view and having heard the matter said commissioners then proceeded to consider and adjudge upon the prayer of said petition and after considering the same said commissioners did then and there adjudge that common convenience and necessity require that the prayer of the petition should be granted and no person or corporation having appeared to object thereto at the time of said view said commissioners did then and there proceed to locate said alteration of highway as follows to wit: "commencing at a corner in or near the corner of a large rock or ledge on the West side of the road on land of Elias Brown a little Northerly the intersection of the Cross Smith road then running South thirty four and three quarter degree East four hundred and forty eight feet to a stone monument then South fifty one degree East one hundred and twelve feet to a stone then South forty six degree East one hundred and thirty two feet to the Northeasterly point of a large beam ledge in the line between Elias Brown and Cross Smith lands the above is a description of the West line of the location and the highway crosses all the land lying between the line at view and the river

The location of the bridge is 90 feet
 The location of the bridge is on land of Elias King and the
 old road. And must be evident that the said town of
 Chester cause the road aforesaid which is within the limits of
 the said town of Chester to be worked made and completed in
 the most faithful and workman like manner and as follows
 to wit: The said road must be thoroughly ploughed before
 ploughing is practically and be thoroughly cleared of stones, stumps
 and roots. The top soil where it is available for making a hard
 and permanent road must be removed out of the travelled way
 or may be used in embankment if it be so placed as not to
 be within twelve inches of the surface of the road when finished
 When the materials within the travelled part of the road are
 unsuitable for making a hard and durable road and the sub-
 soil under the same is of a loamy or clayey character a top covering
 of at least 12 inches of good gravel or some other good material
 (the best that can be obtained in the vicinity whether within
 or without the location of the road) will be required over the
 whole width of 16 feet for the travelled part of the road. When
 the subsoil is sand the said travelled part of the road after
 being properly graded must be uniformly covered over its whole
 width with a coat of loose fine sand or thick and allowed with
 a top covering of eight inches of good gravel or some other good
 material spread evenly over its whole surface. Said road must be
 judiciously crowned from the centre of the sides of the travelled
 part thereof to its centre to the height of 12 inches and the travelled
 part thereof must be worked to the width of 16 feet exclusive of the
 side slopes and of the ditches, so that carriages and teams may pass
 with safety and convenience over any and every part of the road
 aforesaid. The center of the road just opposite the center of the Burr
 Smith bridge is to be at a stake marked and from said stake
 westerly to the connection with the end of the old road the same
 is to be constructed in the manner with the old road but in a
 proper manner and with a regular curve if any in connection
 with the old road. And from said stake southerly the center
 is to be eight feet westerly of the old wall at a point about half
 way between the northerly and southerly ends of said old wall on
 the westerly side of the old road, and from thence southerly to the
 point of connection with the old road the road bed is to be
 constructed as to connect properly with the old road bed, there
 is to be a cut of four feet at a point opposite the center of the

Every Smith bridge road the grade is to be uniform from the
 bottom of the cut to the point of connection. Carefully and some times
 cut. Look to the connection with the old road the grade is to be
 as nearly uniform as the general surface of the ground will allow &
 no part of any grade is to exceed two and one half degrees. In grading
 the road care must be taken to avoid unnecessary undulations and
 no instance can an angle of ascent or descent in the direction of
 the road be allowed of greater magnitude than is hereafter mentioned.
 The side ditches when they are needed must be constructed entirely
 without the travelled part of the road at least at a low rise & must
 be made by sloping from the exterior line of the travelled part
 of said road two and a half feet at an angle of twenty four degrees
 or two and one half feet slope to one foot rise to be measured horizontal
 with the base or chord line of the crown of the road. They must be
 worked parallel with the center line of the travelled part of the
 road without unnecessary sinuities in their direction & must
 gradually descend with a smooth even surface in the direction of
 the road towards the point of discharge in such manner that
 no water can permanently stand by the road side. Over swamps
 or meadow land where the road is made by embankment and is
 liable from its weight to settle or sink through the mud the
 side ditch will in no instance be allowed. On the side of hills
 when the road is made partly by embankment & partly by
 excavation the road must be concave in cross section beforement
 - comes from the edge of the exterior slope of the ditch on the uphill
 side to the center and from thence to the exterior or downhill
 side must be made nearly or quite level. All sides of excavations
 or embankments where the materials are of a loamy or siliceous
 character must be made at an angle not exceeding forty five degrees
 when the materials are loose gravel or sand the angle must not
 exceed thirty degrees from a horizontal line or two feet slope to one
 foot rise. Said road must be firmly and substantially graded when
 working is necessary for the safety and convenience of the traveler
 the railing must consist of straight handsome chestnut poles not
 less than four inches in diameter and be securely
 fastened with iron bolts to stone or chestnut posts two feet
 high above the face of the road not less than eight inches in
 diameter and embedded in the earth on embankment not
 less than three feet and not more than twelve feet distant
 from each other from center to center. Where the sides of embank-
 ments are constructed or secured with substantial well laid

These walls shall be two feet high above the face of the road and not less than eighteen inches in seawater at their base. They may be substituted for the stone walls of road. All joinings or shavings of said railing must be made on the summit or top of some one of the stone supports aforesaid by chauling the joining ends of each of said poles or joints at least one foot in length in such manner that the chauling faces will fit and lie close together with the iron bolt aforesaid passing directly through the center of said joining or shoving. A stone wall built in a substantial and workmanlike manner two and a half feet high above the face of the road not less than two feet in thickness at its base and fifteen inches at its top and placed on a good brick wall may be substituted for the railing aforesaid. In all places where it is necessary to have railing the road if constructed of earth shall be worked sufficiently wide to show the posts which support said railing to be firmly and permanently placed in the embankment with the bottom of the hole not less than 2 feet within the edge of the slope of the embankment and without in any manner obstructing or interfering with said 16 feet for the travelled part of the road. When the sides of embankments are constructed or covered with substantial well laid stone walls instead of the earth slopes before mentioned and where the materials can be obtained at a reasonable expense this kind of structure will be required. Said walls must be built back towards the embankment from a perpendicular line at the rate of four inches to one foot in height the inner face thereof being perpendicular. The road must be worked to no greater width than twenty four feet on the top or face of the embankment to furnish a firm support to the railing and the twenty feet clear of all obstructions for the travelled part of the road as aforesaid. All bridges must be constructed with substantial well laid stone abutments and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material and a covering of the road of 4 inches in addition. At the span of the arch or arches of a bridge each covered thus far as the clear where it may be covered with good chestnut or white oak three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade and a thick of chestnut timber ten inches on the bottom and inside & sloping to eight inches on the outside thereof must be firmly

embedded upon each side of the bridge for securing the edges of the
 plank against any injury from the wheels in their passage to and from
 said bridge. All bridges must be made twenty feet long measured
 at right angles with the direction of the road and be substantially or
 equally solid to the height of three feet and to the width of that
 feet between the railings or of all obstructions. All
 crossing sluiceways must be made of the same length as the bridge
 and be measured in the same manner with good firm straight
 stone sides or abutments not less than two feet apart and twelve
 high and be covered with the same material with a top covering of
 not less than twelve inches of good gravel or some other good material
 and the road over said sluiceways must be crowned 12 inches in
 addition. The owner of land over which said road is located
 retains the legal right to construct cattle culverts or farm bridges
 across and underneath the road for their accommodation and
 convenience provided they do not thereby increase the ascent or
 descent in the grading of the road as hereafter described and
 construct said culverts or bridges in manner prescribed for the
 bridge and the said culverts when placed in must forever after
 be maintained by such owner their heirs or assigns in good repair
 and in such condition as to render them safe and convenient
 for the travel. In grading the road a fence or wall must be
 used in front of any dwelling house or other building when an
 occasion is shown to have the side bank thereof against said
 building in the best shape for placing in a back wall of the
 owner of said building that is that otherwise so to slope such
 side bank as to cause the least possible injury to said building
 or the abutments thereof provided however when such passage
 way cannot be made safe and convenient by sloping as aforesaid
 culverts shall be constructed for that purpose. Whenever an
 overland road is located in front of a dwelling house or other
 building it must be constructed and sloped on that side of the travel
 way nearest said building in such manner as to render the road safe
 without the aid of railing for in such case no railing can be attained
 and in such manner as to leave all passage ways to and from said
 building as perfect and as nearly in their present shape as may be
 but that land here located or used beside the proposed railroad
 way by the owner of land over which said location is made
 whether for the fruits they yield or the shade and ornament
 thus furnish to the farmer adjacent cannot be removed or
 injured unless the construction and safety of the road absolutely

as well as, should it be further ordered, that all the roads crossing intersecting or connecting with the road aforesaid be so joined or joined and be widened at the points of their said crossings intersections or connections in such a manner as to render them perfectly safe and convenient for the travel. And it is further ordered that the grading of the road aforesaid which is within the town of Blauvelt be so worked as not in any place to exceed the angle of ascent or descent from a horizontal line for the mentioned road said grading is as follows to wit: There is to be a cut of five feet opposite the center of the Great Smith Bridge and the grade is to be uniform from the bottom of the cut to the vertical connection with the old road and from said cut southwardly the grade is to be as nearly uniform as the general nature of the surface will allow and no part of any grade is to exceed $3^{\circ} 30'$

The County Commissioners having heard all persons and corporations interested in relation to the question of damages who refused a plan to be heard thereon consider & adjudge that the sum of eighty three dollars and fifty cents be paid to Elias Long

\$83.50

And the sum of fifteen dollars and fifty cents be paid to Great Smith

15.50

the same being in full for all damages they are sustained in consequence of the location of the foregoing highway

No other persons or corporations in the opinion of the Commission being entitled to damages therefore none are awarded

The owners of the land are allowed until the first day of May next to remove their fences and trees

And it is ordered by the County Commissioners that the town of Blauvelt cause the foregoing construction of highway to be made and completed according to the foregoing directions and to the acceptance of the County Commissioners on or before the first day of September 1872

Wm. H. Lewis

Wm. H. Lewis

Lawson Dillie

Sec. Comm.

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All of which together with the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered is accepted and the road established as and for a public highway

Sept Meeting 1878

County Jail
Alford

In conformity with a order of the General Court passed at their present session granting a tax of roughly nine thousand nine hundred and fifty dollars (\$8950.00) for the county of Hampshire the same is apportioned upon the several towns in said county in manner following

Agawam	1643.19	Montgomery	285.86
Barre	953.55	Palmer	2537.75
Barnfield	1137.42	Russell	503.76
Belchertown	962.53	Southwick	1165.43
Chicopee	1215.23	Springfield	4231.39
Chicopee Falls	926.55	Tolland	503.76
Holland	363.87	Ware	681.67
Holyoke	10371.92	Westfield	8201.79
Longmeadow	1803.12	West Springfield	3276.40
Lyndon	857.51	Wilbraham	1627.20
Northampton	2152.88		

And warrants have been issued directed to the Selectmen or assessors of the several towns and cities in said County directing them to assess the same upon the inhabitants of their respective towns and requiring their collectors or constables to collect the same and pay the same to Mr. Wells Bridge Esq County Treasurer or his successor or order by the last day of August ensuing as the law directs

James McManis of Barnfield in said County of Hampshire is licensed as an Inn holder at his house in the center of the Town of Barnfield

James McManis
Licensed as Inn holder

Edward H. Eastman of Northampton is licensed as an Inn holder and common victualler at his house situated nearly opposite the Northampton National Bank in Northampton

Edward H. Eastman
Licensed as Inn holder

Mr. Wells Bridge Esq. of Springfield is authorized and empowered to borrow for and in behalf of said County of the Springfield Institution for Savings the sum of Twenty thousand dollars (\$20,000) and in behalf of said County to create assets & debts and to make that amount payable to said Institution in order at such times as may be agreed upon between said County Treasurer & said Institution and interest payable semi annually at the rate of seven per centum per annum

County Treasurer
Authorized to borrow
\$20,000

Police Court Journal

Ordered that on and after the 15th day of May next the Police Court of Springfield be held at the room Court House on the corner of Second and Washington for the purpose of holding said Court.

Accounts

16937.62

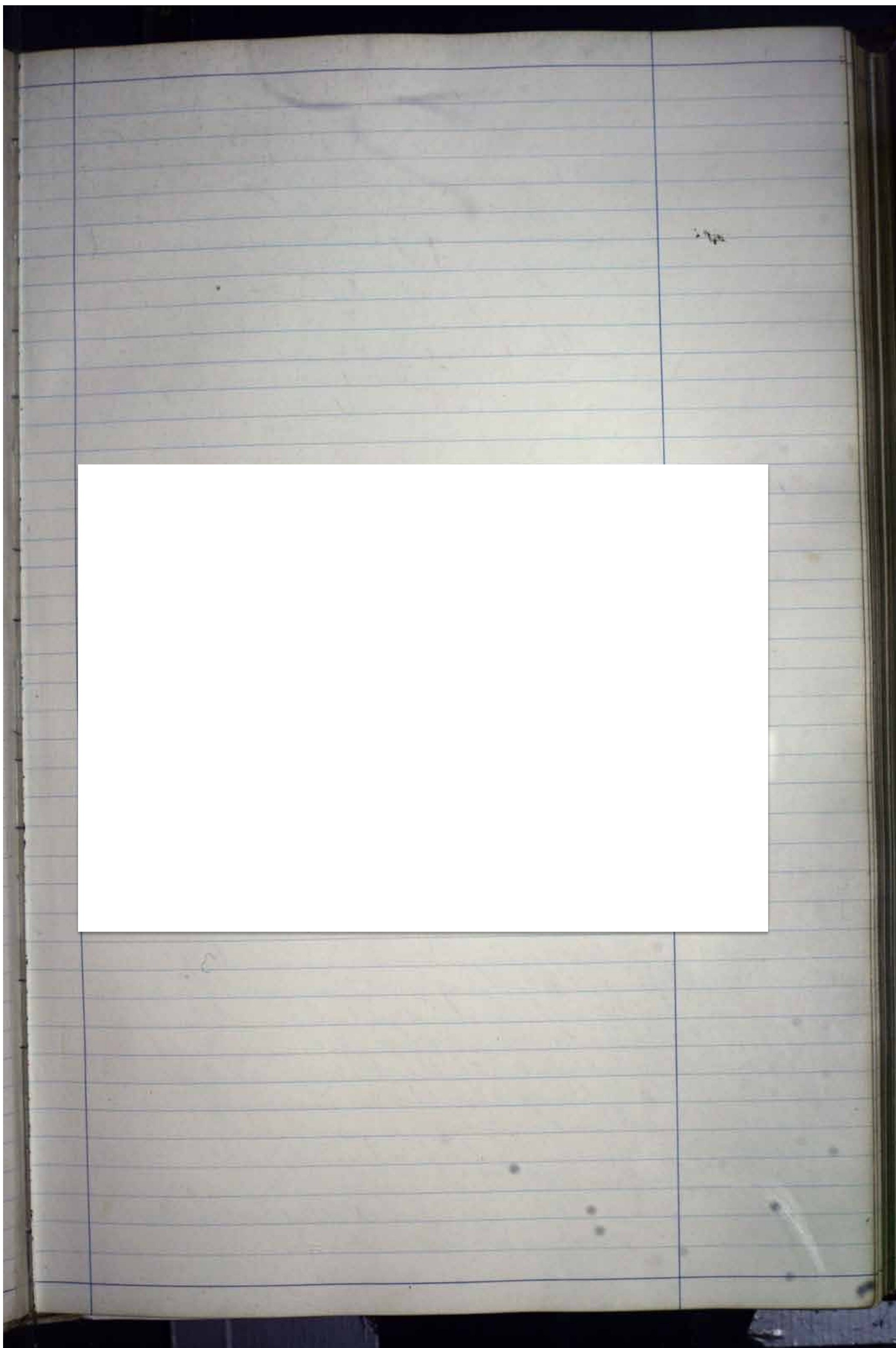
Monday accounts being now presented are allowed amounting to the sum of sixteen dollars and more (included there is one dollar and fifty two cents and the same are ordered to be paid from the County Treasury.

Hampden Co June 3rd 1872

Judgment is entered up according to report and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest

Robert A. Morris Clerk



Commissaries of Hampshire

Hampshire

At a meeting of the County Commissioners before and before at Springfield within and for the County of Hampshire on the fourth Tuesday of June being the twenty third day of said month and by adjournment on the twenty fourth day of said month on the twenty first day of July and the twenty eighth day of July and the first day of August in the year of our Lord one thousand eight hundred and twenty four

Present Messrs William W. Lewis Chairman

James S. Adams County
Clement D. Day } Commissioners

C. S. Stoddard vs
for a new highway
in Westfield
21

In the County of Hampshire the Commissioners of Hampshire County the undersigned Citizens of Westfield in said County respectfully represent that public convenience and necessity require that a highway shall be established in said Westfield as follows: commencing at the new highway on west side of the New Haven & Southampton Hampshire railroad on the North West Corner of the lot of said place, thence running westerly over the place of said place along the new street as now stated out by Leonard & Leonard of said place and north of house of John Philson and others to house of C. S. Stoddard or former near said point of commencement southerly and westerly along a new existing highway to near the house of John Philson and thence westerly on said Philson's land in some convenient location to house of said Stoddard and thence westerly by a course as laid down in a former petition now before your body of C. S. Stoddard & others upon which a view was had April 19th & July 3. 1874. And further that a highway be established upon land of said John Philson from the existing highway near his house southerly and westerly to connect at some convenient point with said new highway as above described. Wherefore they pray that you will after due proceedings had lay out said highway and do continue such portions of existing highways as shall be deemed necessary by reason of the establishment of such new highway and for such further orders and proceedings as shall be proper in the premises
Westfield Oct 24. 1874

C. S. Stoddard & others

June 2nd 1873

The foregoing petition was read at a meeting of the County Commissioners held on the fourth day of June in the year of our Lord one thousand eight hundred and seventy three at which meeting the Commissioners appointed a time and place to give the petitioners and directed notice of the same to be given and this petition was continued from meeting to meeting to that meeting and now it is ordered that said petition be dismissed

To the Honorable the County Commissioners of the County of Hampshire
I respectfully represent the subscribers inhabitants of Westfield that there is in said Westfield a public highway or road called Meadow Street leading from Great River Bridge to the intersection of said Meadow Street with Main Street where the house of George H. Plumbly that said highway or road is so called narrow and its location uncertain and without established monuments Whereas said petitioners pray that you will view said premises and other lands and locate a public highway or road on said specific lands above the existing road and establish the boundaries thereof
Westfield Mass September 10th 1873
Isaac H. Plumbly & others

Isaac H. Plumbly & others for a highway in Westfield
46

The foregoing petition was read at a regular adjourned meeting of the County Commissioners held on the fourth day of June in the year of our Lord one thousand eight hundred and seventy three at which meeting the Commissioners appointed a time and place to give the petitioners and directed notice of the same to be given and this petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed

To the Honorable the County Commissioners of the County of Hampshire in the Commonwealth of Massachusetts
Respectfully represent your petitioners Benjamin Sides of Palmer in said County that the City of Springfield by action and in execution of the powers and authority as it vested by the Legislature of said Commonwealth by an act approved May 6th 1872 And by Chapter 72 of the

Benjamin Sides & others for relief of damages
35
City of Springfield

Act of 1873 a remedial and additional Act has been
and takes a large tract of land and other real estate for
laying and maintaining conduits constructing or maintaining
works there and other works necessary and proper for
serving forcing raising distributing discharging and disposing
of water with which to supply said City as provided in said Act.

That your petitioner is the owner of several tracts of land situated
in Ludlow in said County parts of which have been taken and
used by said City as aforesaid whereby your petitioner is greatly
damaged and put to great loss both by the taking of said lands
and the damage which has resulted to the remainder by such
taking. A description of the lands containing those which are
damaged and also those which have been taken as aforesaid being
verily annexed marked "C" and is hereby made a part of this
petition. Your petitioner further represents that he is unable to
agree with said City of Springfield upon the amount of said
damages and therefore prays that the same may be assessed by
your honorable body.

Description "C"

A certain tract of land situated
in Ludlow aforesaid bounded North by land of Reuben Sikes
East by land of Silas Billings & John Keefe South by land
of Elijah Plamby by the highway leading to Ludlow from the
house of Benjamin Sikes by land of one Simons & land of
Marion King and West by land of Lucius Simons. Also a tract
situated on road & land of Marion King & others. Also a tract
bounded North by land of R. Sikes East by land of Marion
King West by land of Marion King and South by land
of said King & of Gustav Alder & Wm. Hart. Also a tract of land
bounded North on the highway leading from Belchertown to
Jonsville East by land of one White South on land of
Joshua Black & others and West on land of said Black
Benjamin Sikes.

(By Stuart Knoutton Esq. Atty.)

This foregoing petition was read at a meeting of the County
Commissioners begun & holden at Springfield within and for
the County of Hampshire on the second Tuesday of June eight
hundred and ninety four at which meeting the petitioner
appeared by his Attorney Stuart Knoutton and the Respondent
appeared by the Attorney named and both parties

June 18th 1871

continued notice and the public was returned to the regular adjournment of the County Commissioners held on the thirtieth day of May and be adjournment on the twentieth and twenty sixth days of June in the year last aforesaid when the Commissioners met the parties by their said attorneys and witnesses and after a hearing said Commissioners continued the further consideration of said petition from meeting to meeting in this meeting and now after due consideration said Commissioners do award and determine that the said City of Springfield shall pay to the said Benjamin Debs the sum of "Ten thousand five hundred and twenty nine dollars" which shall be in full compensation for all damages and costs he will sustain by reason of the taking of his said land.

Lauron Doby being disqualified to act as County Commissioner on account of sickness Edward S Southworth Special Commissioner was called and acted in his stead.

Wm. H. Lewis
J. J. Lewis) Co. Clerk
Lauron Doby)

To the County Commissioners of the County of Hampshire
The undersigned
Citizens of Westfield in said County respectfully represent that the public convenience and necessity require that a highway there be established in said Westfield as follows Commencing at the highway on the east side of the New Haven and Northampton Railroad half a mile on the North side of the place so called Thiney South and Westly along or near the within highway to near the old house of John Thiney Thiney Westly on said Thiney place in some convenient location to the house formerly owned by E. H. Thordard and Thiney Westly by a corner land down in a former petition now before the body of E. H. Thordard & others upon which a case has been had and ending on the present highway in the vicinity of the residence of Wm. C. Moore in said Westfield. Wherefore they pray that you will after due proceedings had lay out said highway and discontinue such portions of existing highways as shall be deemed unnecessary by reason of the establishment of such new highway and for such further order and proceedings as shall be proper in the premises

A. C. Parker & others
Pet. for a highway in
Westfield
D-1

Westfield June 18th 1871

A. C. Parker & others

The foregoing petition was entered at a meeting of the County Court held at the town and held on the twentieth day of June in the year of our Lord one thousand eight hundred and twenty four at which meeting the Commissioners drawing a plan of the premises adjacent to the highway the twentieth day of July then next and two o'clock in the afternoon at the Hotel Chancery in the town and place for signing the premises and signed a copy of said petition to be signed upon the Clerk of the Town of Westford being the town within which such location of highway is prayed for that day at least before the time appointed for said signing and the County Abstract of said petition containing the substance thereof to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published that week occurring in the Springfield Daily Union a newspaper published in said County said petition and the last publication of said copy having been fourteen days at least before the time appointed for said signing and before said town was had said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for signing said petition. And on the said twentieth day of July the Commissioners met at the time and place appointed and proceeded to sign the premises and having viewed the same the Commissioners then determined to hear the parties at the time of said signing and having heard the parties said Commissioners then proceeded to adjourn the consideration of the same to Tuesday the twenty first day of said July at which time the Commissioners met and proceeded to consider and adjudge upon the prayer of said petition and after considering the same said Commissioners did then adjudge that Common Convenience and necessity require that the prayer of the petition should be granted. And the persons or corporations having appeared to object thereto said Commissioners did then proceed to locate said highway as follows to wit: Commencing at a point in the center of the location opposite a stone on the easterly side of the Machine Works of said Westford Co. Mass. then running over land of said Westford South fifty six and five tenths degrees East eight hundred and fifty feet to a point in the center opposite the center of one side stone wall one hundred and half feet from and Easterly of the southerly branch of a large elm tree marked: Then over said Westford land South forty five and three quarters degrees East three hundred and fifty to a point opposite a stone: Then over said Westford land South forty five and one third degrees East three hundred and fifty feet: Then over

June 2nd 1874

and a mile from the highway is a stone fifty feet and
 three quarters square East six hundred and fifty feet. Thence said
 said land South fifty and a half degrees East two hundred and
 fifty feet. Then over said said land and Thomas Laughlin South
 thirty degrees East two hundred and fifty feet. Then on said Laughlin
 land South fifty seven degrees East two hundred and eighty three feet
 then over said Laughlin land South twenty two degrees East one
 hundred and twenty three feet to a point in the old road opposite
 a stone near the East westerly corner of said Laughlin dwelling from
 then over the old road said Laughlin and Daniel Laughlin lands
 South eighty and five sixths degrees East two hundred and ninety
 eight feet. Then over the old road said Daniel Laughlin land
 South eighty eight and a half degrees East two hundred feet. Then
 over lands of the last named parties South eighty three and two
 thirds degrees East two hundred feet. Then over land of Bethlehem
 Harkness South twenty four degrees East two hundred feet. Then
 over said Harkness land South sixty nine and five sixths degrees
 East four hundred and fifty feet to a point in line between B.
 Harkness and Philip Riley. Then over said Riley and Patrick Hickey
 land twenty four and one sixth degrees East three hundred feet.
 Then over lands of Patrick Hickey, Frank Bush and Daniel Loney
 South eighty seven and two thirds degrees East eight hundred feet.
 Then over lands of Daniel Loney, Edward T. Bontore, Hiram Hull
 and John Phalon South twenty six and three quarters degrees East fifteen
 hundred one and a half feet. Then over land of John Phalon South
 fifty nine degrees East twenty eight and a half feet. Then over said Phalon
 South thirty eight and a half degrees East two hundred feet. Then
 over land of Elisha Phalon South forty two degrees East one hundred
 feet. Then over said Phalon land South fifty four and one third
 degrees East two hundred and forty six feet to a point in the center
 of the locality opposite the south western stone post in the corner
 of Alexander B. Bates house lot. At a point thirty four feet westing of
 the corner of the westerly side of said Bates Brick house and twenty two
 feet and two inches southing of the range of the Southern end of
 said house. These four lines are run in the center of the locality
 and the bounds are set at the distance of twenty five feet from
 and on the easting or left hand side of the line as run. The highway
 being first fifty feet wide. Then running on the northerly side of the
 old road South fifty eight degrees East one hundred and fifty feet to
 a stone. Then South twenty three and three quarters degrees East
 two hundred and four feet to a stone monument the highway

for the last two courses and distances is then as follows.
The variation of the needle is 9° at West.

And now it is ordered that the said town of Westfield cause the road aforesaid which is within the limits of the said town of Westfield to be worked made and completed in the most faithful and workmanlike manner and as follows to wit: The said road must be thoroughly ploughed when ploughing is practicable and be thoroughly cleared of stumps and roots. The top when it is unsuitable for making a hard and permanent road must be removed out of the travelled way so may be used in the surface of the road when finished. When the materials within the travelled part of the road are unsuitable for making a hard and durable road and the subsoil under the same is of a loamy or clayey character a top covering of at least 12 inches of good gravel or some other good material so best that can be obtained in the vicinity shall be written or without the location of the road also be required over the whole width of 18 feet for the travelled part of the road. When the subsoil is sandy the said travelled part of the road after being properly graded must be uniformly covered over its whole width with a coat of loam four inches thick and afterwards with a top covering of eight inches of good gravel or some other good material spread evenly over its whole surface. Said road must be judiciously crowned from the interior of the exterior of the sides of the travelled part thereof to its center to the height of 12 inches, and the travelled part thereof must be worked to the width of 18 feet exclusive of the side slopes and of the ditches so that Carriages and teams may pass with safety and convenience over any and every part of the 18 feet aforesaid. The said travelled part of the road must be worked in the center of and parallel to its location without any regard to the additional width laid out for materials in constructing the road except near its angles which must be judiciously rounded so as to render its turnings as gradual and easy as practicable. In grading the road care must be taken to avoid unnecessary undulations and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches when they are needed must be constructed entirely without the travelled part of the road of 18 feet as aforesaid, and must be made by sloping from the exterior line of the travelled part of said road two and a half feet at an angle of twenty four degrees or two and one half feet slope to one foot rise to be measured horizontally with the line or chord line of the crown of the

roads they must be well separated, neither center line of the track nor part of the road without unnecessary excavations in their direction and must gradually descend with a smooth even surface in the direction of the road towards the point of discharge in such manner that no water can permanently stand by the road side. On a rough or uneven land where the road is made by embankment and is liable from its weight to settle or sink through the mud the side ditch will be no substitute for the side of hills where the road is made partly by embankment and partly by excavation the road must be covered in manner before mentioned from the edge of the interior slope of the ditch on the up hill side to the center and from thence to the exterior or down hill side must be made nearly equidistant. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees where the materials are loose gravel or sand the angle must not exceed thirty degrees from a perpendicular line or two feet slopes to one foot rise. Each road must be firmly and substantially raised where raising is necessary for the safety and convenience of the traveler. The raising must consist of slight hand made chestnut poles not less in any part than five inches in diameter and be firmly fastened with iron bolts to stone or chestnut posts two feet high above the face of the road not less than eight inches in diameter and embedded in the earth or embankment not less than three feet and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well laid stone walls, stones two feet high above the face of the road and not less than eight inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splittings of said raising must be made on the summit or top of some one of the stone supports aforesaid by clamping the joining ends of each of said poles or joints at least one foot in length in such manner that the clamping bars will fit and lie close together with the iron bolt aforesaid passing directly through the center of said joining or splitting. On a stone wall built of a substantial and well laid masonry not less than a half foot high above the face of the road not less than two feet thick at its base and fifteen inches at its top and placed on a good bank wall may be substituted for the raising aforesaid. In all places where it is necessary to have raising the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said raising to be firmly and permanently placed in

on the embankment with the interior or outside thereof not less than 1 foot within the edge of the slope of the embankment and with-
 out in any manner obstructing or interfering with the said 18 feet
 for the loaded part of the road. When the sides of embankments
 are constructed or secured with substantial well laid stone walls
 instead of the earth slopes before mentioned and where the materials
 can be obtained at a reasonable expense this kind of structure can
 be required. Said walls must be battered back towards the embank-
 ment from a perpendicular line at the rate of two inches to one foot
 in height the entire face thereof being perpendicular. The road
 must be worked to no greater width than twenty four feet on the top
 or face of the embankment to furnish a firm support to the railing
 and the twenty feet slope of all obstructions for the loaded part
 of the road at all points. All bridges must be constructed with
 substantial well laid stone abutments and be covered with the
 same material with a top covering of not less than twelve inches of
 good gravel or some other good material and a crowning of the
 road of 12 inches in addition except the span of the arch or arches
 of a bridge each exceed three feet in the clear when it may be covered
 with good chestnut or white oak plank each plank. Whenever a bridge
 is covered with plank the top of the plank must be at grade
 and a thick of chestnut timber ten inches on the bottom and one
 side and tapering to eight inches on the outside thereof must be firmly
 embedded upon each side of the bridge for securing the edges of the
 plank against any injury from wheels in their passage and from
 said bridge. All bridges must be made twenty two feet long in each
 at right angles with the direction of the road and be substantial
 and properly raised to the height of three feet and to the width of
 not less than 18 feet between the railings clear of all obstructions.
 All necessary thruways must be made of the same length as the
 bridge and be measured in the same manner with good firm straight
 stone piles or abutments not less than two feet apart and 22 inches
 high and be covered with the same material with a top covering
 of not less than twelve inches of good gravel or some other good
 material and the road over said thruways must be crowned 12
 inches in addition and the following subverts are to be at least
 three feet square in the clear to wit: near Stations 10, 17, and 28.
 The owner of land over which said road is located shall be bound
 right to construct cattle subverts or farm bridges or over and underpass
 the road for their accommodation and convenience provided they
 do not thereby interfere the agent or agent in the grading of

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the road as hereafter described and construct said culverts & bridges in manner provided for the bridge and the said culverts which placed in trust for use after to be maintained by such owner. Such bridge or culvert in good repair and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid same must be used in front of any dwelling house or other building where any excavation is required to leave the side bank thereof must said building in the best shape for placing in a bank wall of the owner of said building shall be met. Otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto provided however when such passageways cannot be made safe and convenient by sloping as aforesaid culvert shall be constructed for that purpose. Whenever an embankment is desired in front of a dwelling house or other building it must be constructed and sloped on that side of the trackway nearest said building in such manner as to render the road safe without the aid of riding (for in such case no riding can be allowed). And in such manner as to leave all passageways to and from said building as perfect as nearly in their present shape as may be. But that there have placed or placed beside the proposed trackway by the owner of land over which said location is made whether for the fruits they yield in the shade and ornament they furnish to the farms adjacent are not to be removed or injured unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing intersecting or connecting with the road aforesaid be so raised or lowered and be widened at the points of their said crossing intersections or connections therewith as to render them perfectly safe and convenient for the traveler. And it is further ordered that the grading of the road aforesaid which is within the town of Westfield be so ordered as not in any place to exceed the angle of ascent or descent from a horizontal line hereafter mentioned. The grade pins are all placed in the center of the location in all cases from town to near the upper of the earth and the summits or tops of said pins are the points of advancement for ascertaining the amount of excavation or embankment. The summit or tops of those pins that are at grade in connection with the line of inclination represent the base of the trackway part of the road and the crowning of it which is required by this order is in all cases to be constructed as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description is being

measured down a stake driven by the side of them bearing the same number as the side stake opposite said grade pin and accompanying stake & the advancement is given in feet and the decimal parts of a foot. And since reading is as follows to wit:

At Sta 1 grade, at Sta 2 grade at Sta 3 cut 1.7 feet at Sta 4 cut 2. At Sta 4 cut 1.5 at Sta 5 fill 1. at Sta 6 fill 3.5 at Sta 7 fill 4. at Sta 8 fill 3.5 at Sta 9 fill 2. at Sta 10 fill 1 foot at Sta 11 cut 1. at Stations 12, 13, 14 & 15 grade at Stations 16 and 17 cut 1. at Stations 18 and 19 grade at Stations 20 and 21 cut 1. at Sta 22 cut 1.5. At Sta 23 grade at Sta 24 fill 2. at Sta 25 cut 1. at Stations 26, 27, 28, 29, 30, 31, 32, 33 and 34 grade. At Station 35 fill 3. at Sta 36 fill 16. At Sta 37 fill 3. at Sta 38 cut 4 feet at Sta 39 cut 5 at Sta 40 fill 3.5. At Sta 41 fill 4. at Sta 42 cut 1. at Sta 43 cut 2.4. at Sta 44 cut 2. at Sta 45 cut 1. at Stations 46, 47, 48, 49, 50, 51, 52 and 53 grade. At Sta 54 fill 2. at Sta 55 cut 1. at Sta 56 grade at Sta 57 cut 5. at Sta 58 fill 5. at Sta 59 grade at Sta 60 fill 2 feet at Sta 61 fill 1.2. at Sta 62 cut 3.6 at Sta 63 cut 3. at Stations 64, 65, 66, 67, 68, 69, 70, 71, 72 and 73 grade at Sta 74 cut 5. at Sta 75 fill 5. at Sta 76 grade at Sta 77 fill 1. at Sta 78 fill 2.5 at Sta 79 cut 1. at Sta 80 cut 1 foot at Stations 81, 82, and 83 grade.

And the inclinations are to be as follows to wit. From Stations 1 to 1 nearly level from Stations 1 to 3.1' 45" descending from Stations 3 to 5 4' degrees from Stations 5 to 6 1' 15" descending from Stations 6 to 10 nearly level from Stations 10 to 13 1' 30" ascending from Station 13 to 15 45" ascending from Stations 13 to 17 nearly level from Stations 17 to 18 45" descending from Stations 18 to 20 nearly level from Stations 20 to 21 45" ascending from Stations 21 to 24 nearly level from Stations 24 to 25 1' ascending from 25 to 26 1' 15" ascending from Stations 26 to 29 not be exact 1' 45" ascending from Stations 29 to 34 1' 30" descending from Stations 34 to 35 1' ascending from Stations 35 to 38 4' 30" ascending from Stations 38 to 39 1' 15" descending from Sta 39 to 41 2' 45" ascending from Sta 41 to 42 1' descending from Sta 42 to 44 45" descending from Sta 44 to 46 2' ascending from Sta 46 to 48 nearly level. from Station 48 the same as the general grade to 53 from 53 to 54 30" from Sta 54 to 56 1' 45" ascending from 56 to 57 1' 15" ascending from 57 to 58 3' descending from 58 to 59 2' ascending from 59 to a point 30 feet vertically of 59 nearly level from a point 37 feet vertically of 59 to a point 32 feet vertically of 63 3' 45" ascending from a point 32 feet vertically of 63 to 68 nearly level from 68 to 70 45" descending

June Writing 1874

from 70 to 73 1/2 descending from 73 to 75, 50 to 55 descending from 75 to 76 1/2 descending from 76 to 78, 2 1/2 descending from 78 to 83 nearly level from 83 to 85.

And it is ordered that the side Ditch of Station C. nearly opposite the house of Mrs. Ross be graded wholly cutting at the top and filling at the bottom or by filling entirely at the bottom so that the grade of the same shall not exceed three and a half degrees.

The County Commissioners having heard all persons and corporations interested in relation to the question of damages who appeared & decided to be bound thereon consider and adjudge that the sum of two

hundred and thirty six dollars be paid to John Phelon 8236.00

And the sum of forty eight dollars be paid to Susan Hull 48.00

And the sum of twenty six dollars be paid to Edward DeKorters 76.00

And the sum of one hundred & eighty dollars be paid to Daniel Leroy 180.00

And the sum of fifty five dollars be paid to Franklin Wash 55.00

And the sum of two hundred & fifty five dollars be paid to Patrick McKim 255.00

And the sum of one hundred & twenty dollars be paid to Bartholomew Mackay 120.00

And the sum of one hundred dollars be paid to Thomas Laughlin 100.00

And the sum of two hundred dollars be paid to William Lewis 200.00

All on full compensation for all damages they will sustain in consequence of the foregoing location of highway.

No other persons or corporations having appeared to claim damages and none other in the opinion of the Commissioners being entitled to damages after settling benefits none others are allowed.

John Phelon is allowed until the first day of June A.D. 1875

to remove the main part of his barn, and all owners of land are allowed until the tenth day of August next to remove their trees timber fences and buildings from the highway.

And it is ordered by the County Commissioners that the town of Watford cause the foregoing construction and repairing of highway to be made and completed in accordance with the foregoing order and to the acceptance of the County Commissioners as follows to wit: All that part of the same Ditch of the house

of Thomas Laughlin is to be completed on or before the first day of September next and the remaining part is to be completed on or before the first day of September A.D. 1875.

And it is further ordered by the County Commissioners that on and after the completion and acceptance of that part of the construction of the highway Ditch of the dwelling house of Thomas Laughlin all that portion of the old highway known as the Peckham road so called lying Easterly of said dwelling

deeds and Survey of this location to a point line bounded
 far west of the grade crossing of the Boston & Albany Rail Road
 and ending of the Westford Station shall be discontinued as a
 highway. And also that on and after the entire completion
 and acceptance by the Commissioners of the construction
 and repairing of the foregoing highway all that part of the
 road laid by the petition of David N. Day and others
 being Survey of a point in range of the Western line of
 Benjamin B. Piles land and to the inclusion of the
 singular road so called shall be discontinued as highway
 (with the Commissioners adjudge that the sum of one hundred
 dollars be paid to Benjamin B. Piles for damages occasioned
 by the discontinuance of the last named highway)

disc.

1870 W. Lewis

J. J. Morris

Johnson Sibby

J. C. Corne

All of which by the report of said Commissioners filed among the
 proceedings on the aforesaid petition fully appears and now the
 said report being read and considered is accepted and the road
 established as and for a public highway

Daniel Coffey
 for agent of Damages

To the Honorable the County Commissioners of the County of Hamp
 den in the Commonwealth of Massachusetts

Respectfully represents your

The Sigsbee & Co. petitioners
 57

Daniel Coffey of Springfield in said County that he is
 the owner of valuable real estate situated in said Springfield County
 South by Elm Street West by land of the New York, New Haven and
 Hartford Railroad Company. North by land of Joseph Antone
 and others, and East by land of C. L. Shaw and others, that the
 New York, New Haven and Hartford Railroad Company, a corpo-
 ration duly established by law and existing in this Commonwealth
 for the purpose of providing rapid and efficient accommodations
 did enter into and upon the land of your petitioners described as
 aforesaid conforming with the provisions of the General Statutes
 of this Commonwealth and did take therefrom and remove hold-
 for the purpose aforesaid a strip of land lying on the extreme
 West side of the aforesaid parcel of land including the entire length
 of your petitioners land along said railroads and being nearly two
 feet wide from the aforesaid westerly line of your petitioners

land. And now petitioners pray that he is greatly damaged by such taking and being unable to agree with the New York and New Haven and Hartford Railroad Company upon the amount of said damages pray that the same may be estimated by your Honorable Court.

Daniel Coffin

(By his Atty. Thomas & Knowlton)

The foregoing petition was taken at a regular adjourned meeting of the County Commissioners held on the twentieth day of June in the year eighteen hundred and seventy four when the petitioner appeared by his Attorneys Thomas & Knowlton and the respondent appeared by its Attorneys Leonard & Wells and both parties having notice and said petition was continued from meeting to meeting to this meeting and after giving the premises and due consideration had thereunto said Commissioners do award and determine that the said New York New Haven and Hartford Railroad Company shall pay to the said Daniel Coffin the sum of Four Thousand Dollars which shall be in full compensation for all damages and costs he will sustain by reason of the taking of his said land.

Wm. H. Lewis

J. S. Loomis

Samuel Tilly

} County Commissioners

The following persons are allowed the sums set against their respective names for damages to land taken for highways on Petition of S. C. Parker and others amounting to the sum of eleven hundred and thirty four dollars and the same is ordered to be paid from the County Treasury.

Land Damages

William Hull	48.00
Edward D. Verlan	76.00
Daniel Loomis	180.00
Franklin Buck	65.00
Patrick Hickey	245.00
William H. Mahony	190.00
Thomas Laughlin	300.00

Shelburne petition
 filed for a town way
 was returned London
 N.D. for the record
 64

To the Hon. the County Commissioners for the County of
 Hampshire

We the undersigned a majority of the Selectmen of the
 town of Monson hereby petition and ask your board permission
 to lay out a public town way over and across the New London
 Southern Railroad in said town at a point southerly of the
 South Monson Depot agreeable with the laws of the Commonwealth
 Dated at Monson the 2nd day of Aug. 1874

D. S. Potter }
 Alfred. Verrill }
 Selectmen
 Monson

The foregoing petition was sent to the County Commissioners on the 2nd
 day of August 1874. The County Commissioners on the 10th day of August 1874
 The Commissioners at Monson a view of the premises expedient
 appointed Monday the fifth day of October then met and chose
 place in the forenoon at the Court House in Springfield at the time
 and place for viewing the premises and hearing of all parties interested
 and caused a copy of said petition to be served upon the New London
 Southern Railroad and the Clerk of the town of Monson being the
 town warden which such permission is prayed for thirty days at least
 before the time appointed for said view and also caused abstracts
 of said petition containing the substance thereof to be posted in
 two public places in said Monson and also gave notice to all
 persons interested by causing a copy of said petition to be
 published three weeks successively in the Springfield Daily
 Republican a newspaper published in said County said petition
 and the last publication of said copy having been fourteen days
 at least before the time appointed for said view and before said
 view was had said Commissioners gave notice in like manner as
 described in the foregoing notice of the petition to all persons
 interested of the time and place for commencing said view
 And on the said fifth day of October the Commissioners met
 at the time and place appointed and having perused and read
 the same and having heard the parties said Commissioners
 then proceeded to consider and adjudge upon the prayer of said
 petition and after considering the same said Commissioners did
 then and they adjudge that common convenience and necessity
 require that the prayer of said petition be granted and that the said
 Selectmen have permission to lay out said town way over and across
 said Railroad between the present private crossing on land of Daniel C. Baker
 and the southerly line of land of Marvin Bradley

Wm. H. Lyons }
 J. S. Corbin }
 London Dickey }

Sundry accounts being now presented are allowed amounting to the
sum of twenty two thousand and two hundred and twenty seven dollars
and sixty one cents and the same are ordered to be paid from the
County Treasury.

Yearly meeting 1874

Accounts

\$22,271.61

Hampden 11 October 5th 1874

Judgment is entered up according to reports
and all matters not acted upon are ordered to be continued and
this Meeting adjourned without day

Attest

Robert A. Morris Clerk



October Meeting 1872

Commonwealth of Massachusetts

Hampden ss

At a meeting of the County Commissioners begun and
holden at Springfield within and for the County of Hampden on the
first Tuesday of October being the sixth day of said month and by adjou-
rnment on the seventh and twentieth days of said month on the fourth
tenth and thirtieth days of November on the first and twenty first days
of December in the year of our Lord one thousand eight hundred and
seventy four

Present Wm M Lewis Esq. Chairman
" James S. Morris " County
" Dawson Sibley " Commissioners

To the County Commissioners of Hampden County Genting

We the undersigned citizens of Milbra
harm humbly petition your honorable body to view at your earliest
convenience the premises and make such alterations in the highways
of said town as the Common Council requires as herein described
Beginning at a point where the Boston road passes under the R.R.
and running West and South to the house of Mr. Russell
thence the grade is as the present overflow has on the grade and
gravel contain water also to lay or relay the road leading from the
Boston road opposite Collins Depot to the mountain road
opposite the house of Joseph Baldwin and grade the same
also to grade the hills between the house of said Baldwin and the
school house in District No 1 or to lay a new road through land of
said Baldwin between said points and discontinue the old road
also to lay or relay the road from eight mile gutter so called
across the R.R. to the west so as to avoid crossing at grade
passing over said R.R. west of the present crossing.

Milbraham April 30th 1872

Mr. A. Bliss & others

Mr. A. Bliss & others
for alteration of highway
in Milbraham

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The foregoing petition was taken at a regular adjourned meeting of the County Commissioners held on the twenty seventh day of June in the year of our Lord one thousand eight hundred and twenty four. It having meeting the Commissioners during a term of the term appointed appointed Tuesday the twenty sixth day of August three o'clock and nine o'clock in the forenoon at the Station of the Boston & Albany R.R. Bellows Depot in Millisburgh at the time and place foregoing the petition and caused a copy of said petition to be read upon the Clerk of the Town of Millisburgh and the Boston and Albany Rail Road be being the town within which such relocation is prayed for this day at least before the term appointed for said term and also caused abstracts of said petition containing the substance thereof to be posted in the public places in said town and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper printed in Springfield in said County said petition and the last publication of said copy having been fourteen days at least before the term appointed for said term and before said term was had said Commissioners gave notice in the manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said term and on said twenty sixth day of August the Commissioners met at the time and place appointed and proceeded to read the petition and having read the same the Commissioners then determined to hear the parties at the term of said term and having heard the parties said Commissioners then proceeded to consider and adjudge upon the prayer of said petition and after considering the same said Commissioners did then and there adjudge that Commence Commence and moving again that the prayer of said petition should be granted, to wit relocate to the road leading from the Boston road opposite Bellows Depot to the Mountain Road opposite the house of Joseph Baldwins and that all other portions of the prayer of said petition be dismissed and after adjudge as aforesaid said Commissioners appointed Tuesday the twenty day of November three o'clock and nine o'clock in the forenoon at the Station of the Boston & Albany R.R. Bellows Depot in said Millisburgh at the time and place when and where they could meet and proceed to locate said highway and the said Commissioners having given notice of the adjournment and the time and place

October 2nd 1872

appointed for said location in the same manner as the notice and publication now given and made and as is by law in such cases made and provided before proceeding to mine except publishing an abstract of said petition either of a copy thereof on the said tenth day of November said Commissioner must and proceeded to locate said highways as follows to wit: Commencing at a stone monument on the southerly side of the road and at the North Westerly corner of John Collins house lot then running South fifty five minutes East five hundred and eighty feet to the southerly side of the old Baker road, the line is run and the bounds are set on the southerly or left hand side of the location and the same is laid fifty five feet wide and is one half of James Collins & the old road. The direction of the route is $90^{\circ} 30'$ West. And now it is ordered that the said town of Wilkesboro cause the road aforesaid which is within the limits of the said town of Wilkesboro to be worked made and completed in the most faithful and workmanlike manner and as follows to wit: The said road must be thoroughly ploughed where ploughing is practicable and be thoroughly cleared of stones, stumps and roots. The top soil when it is unsuitable for making a hard and permanent road must be removed out of the travelled way or may be used in embankment if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the material within the travelled part of the road is unsuitable for making a hard and durable road and the subsoil under the same is of a loamy or clayey character a top covering of at least six inches of good gravel or some other good material the best that can be obtained in the vicinity whether within or without the location of the road will be required over the whole width of 35 feet for the travelled part of the road. Where the subsoil is sand the said travelled part of the road after being properly graded must be uniformly covered and its whole width with a coat of loam four inches thick and afterwards with a top covering of eight inches of good gravel or some other good material spread evenly over its whole surface. Since road must be judiciously crowned from the exterior of the sides of the travelled part thereof to its center to the height of 15 inches. And the travelled part thereof must be worked to the width of 35 feet exclusive of the side slopes and of the ditches so that carriages and teams may pass with safety and convenience over any and every part of the 35 feet aforesaid. The said travelled part of the road must be worked in the center of and parallel to its location without any regard to the additional widths laid out for.

Materials in constructing the road draft must be such which must be judiciously rounded so as to render its turning as gradual and as easy as practicable. In grading the road care must be taken to avoid unnecessary undulations and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches where they are needed must be constructed entirely without the travelled part of the road of 30 feet as aforesaid and must be made by sloping from the exterior line of the travelled part of said road two and a half feet at an angle of twenty four degrees or two and one half feet slope to one foot rise to the nearest horizontal with the base or chord line of the curve of the road. They must be worked parallel with the center line of the travelled part of the road without unnecessary curvatures in their direction and must gradually descend with a smooth even surface in the direction of the road towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamp or meadow land where the road is made by embankment and is liable from its weight to settle or sink through the mud the side ditch will in no instance be allowed. On the side of hills where the road is made partly by embankment and partly by excavation the road must be crowned in manner before mentioned from the edge of the exterior slope of the ditch on the uphill side to the center and from thence to the ditch or down hill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees; where the materials are loose grass or sand the angle must not exceed thirty degrees from a horizontal line or two feet slope to one foot rise. Dike cord must be firmly and substantially nailed where sailing is necessary for the safety and convenience of the traveller; the sailing must consist of straight handspikes obstruct poles not less in any part than five inches in diameter and be securely spiked with iron bolts to strong obstruct posts two feet high above the face of the road not less than eight inches in diameter and embedded in the earth or embankment not less than three feet and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well laid stone walls three feet high

above the face of the road and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splittings of said railing must be made in the manner or top of some one of the stone supports aforesaid by chamfering the joining ends of each of said poles by joints at least one foot in length in such manner that the chamfered faces will fit and lie close together with the iron bolt aforesaid passing directly through the center of said joining or splitting. Or a stone wall built in a substantial and workmanlike manner two and a half feet high above the face of the road not less than two feet in thickness at its base and fifteen inches at its top and placed on a good back wall may be substituted for the railing aforesaid. In all places where it is necessary to have railing the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing to be firmly and permanently placed in the embankment with the interior or inside thereof not less than 2 feet within the edge of the slope of the embankment and without in any manner obstructing or interfering with said set for the travelled part of the road. Where the sides of embankments are constructed or covered with substantial well laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height, the inner face thereof being perpendicular the road must be worked to one quarter width than twenty four feet on the top or face of the embankment to furnish a firm support to the railing and the twenty feet clear of all obstructions for the travelled part of the road aforesaid. All bridges must be constructed with substantial well laid stone abutments and be covered with the same material with a top covering of not less than twelve inches of good stone or some other good material and a covering of the bed of 10 inches in thickness except the space of the arch or arches of a bridge each exceed three feet in the clear where it may be covered with good chestnut or white oak three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank.

against any injury from whale in their passage to and
 from said bridges. All bridges must be made thirty feet
 long measured at right angles with the direction of the road
 and be substantially and properly nailed to the height of three
 feet and to the outside of not less than 25 feet between
 the railings clear of all obstructions. All necessary sidewalks
 must be made of the same length as the bridge and be measured
 in the same manner with good firm straight stone sides
 or abutments not less than two feet apart on each side high
 and be covered with the same material with a top covering of
 not less than twelve inches of good gravel or some other good
 material and the road over said sidewalks must be
 covered 15 inches in addition. The owners of land over
 which said road is located, within the legal right to construct
 cattle culverts or farm bridges across and underneath the
 road, for their convenience and convenience provided
 they do not thereby increase the amount of obstruction to
 grading of the road as hereafter described and construct
 said culverts or bridges in manner prescribed for the bridge
 and the same culverts when placed in must forever after be
 maintained by such owners their heirs or assigns in good
 repair and in such condition as to render them safe and
 convenient for the traveler. In grading the road wherever
 same must be used in front of any dwelling house or other
 building where an excavation is required to leave the side
 back thereof nearest said building in the best shape for
 placing in a tank wall if the owner of said building then
 objects otherwise is to slope such side back as to cause the
 least possible injury to said building or the appearance
 thereof. provided however when such passage ways cannot
 be made safe and convenient by sloping as aforesaid culverts
 shall be constructed for that purpose. Whenever an
 embankment is located in front of a dwelling house or
 other building it must be constructed and sloped on
 that side of the traveler nearest said building in
 such manner as to render the road safe without the aid
 of railing for in such case no railing can be allowed and
 in such manner as to leave all passage ways to and from
 said building as perfect and as nearly in their present shape
 as may be. Trees that have been planted or caused to be
 planted to shade way by the owner of land over which it is

October Meeting 1874

Location is made subject for the points they will be on the shade and command they furnish to the farms adjacent are not to be removed or injured unless the construction and safety of the road absolutely require it and it is further ordered that all other roads crossing intersecting or connecting with the road above said be so raised or lowered and so widened at the points of their said crossings intersections or connections that with as to render them perfectly safe and convenient for the travel and at the point of connection of this location with the old Bottom road the construction must be made so as to prevent the surface water from passing down this location from said Bottom road by the construction of a ditch or otherwise. And it is further ordered that the grading of the road above said which is within the town of Williams be so worked as not in any place to exceed the angle of ascent or descent from a horizontal line greater than the following: The ascensionment is given in feet and the descentment is given in feet and the grading is as follows to wit: At Sta. 1 grade at Sta. 2 1.30 feet at 3 feet 5 feet at 4 cut .75 feet at 5 grade at 6 cut 1.5 feet And the inclinations are to be as follows to wit: from Stations 1 to 2 3' 45" from Stations 2 to 3 4' 45" from Stations 3 to 4 5' from Stations 4 to 5 3' 45" from Stations 5 to 6 4' 45"

The County Commissioners having heard all persons and Corporations interested in relation to the question of damages who expressed a desire to be heard thereon considered and adjudge that the sum of two hundred Dollars be paid to Warren Collins

\$200.00

All in full compensation for all damages he will sustain in consequence of the foregoing location of highway. No other persons or Corporations having appeared to claim damages and in the opinion of the Commissioners none other are entitled to damages therefore none are awarded.

The owners of land over which the said highway is located are allowed until the first day of December A.D. 1874 to remove their trees and fences therefrom.

And it is ordered by the County Commissioners that the town of Williams cause the foregoing construction.

and repairing of highway to be made and completed, on or before the first day of June A.D. 1875

Wm. Mc Lewis

J. D. Lewis

Lawson D. L.

Westbrook

)

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered it accepted and the road established as and for a public highway

Chas. W. Frost

its title for above

town & repair of

highway at Cheshire

(1)

To the County Commissioners for the County of

Hampshire
Your petitioners inhabitants of the town of Cheshire & vicinity would respectfully represent that the public convenience and wants require that the highway commencing at Middlefield and Cheshire towns line running through the West village of Cheshire to Huntington and Cheshire line and the highway connecting with the above named near the store of Timothy Chase in said Cheshire to Depot of the Boston and Albany Rail Road Company should be altered in location and specific repairs made thereon and we further ask that a highway be laid and constructed commencing at Middlefield line at or near the end of the old turnpike road not far from John A. Mills mill factory running southerly in the direction of the west branch of the millpond river until it intersects the above named road. By reason of the giving away or break of the pavements of the road in the town of Middlefield the town of Cheshire have suffered great loss in loss of crops and bridges. Your petitioners therefore ask your Honorable Board to view the premises and make such alterations and repairs as shall appear necessary and assess such sum or sums of money upon the County of Hampshire as shall appear to you just and equitable for the construction & repair of said roads and bridges

Cheshire July 25th 1874

Charles H. Frost & others

The foregoing petition was returned at a meeting of the County Commissioners held on the twenty-first day of July in the year of our

October 1874

And on the said eighteenth day of August at which meeting the Commissioners during a time of the premises appointed Tuesday the twenty fifth day of August then met and then closed in the forenoon at Whites Hotel in Chester as the time and place for giving the premises and caused a copy of said petition to be served upon the clerk of the town of Chester being the town within which such relocation is prayed for, thirty days at least before the time appointed for said view and also caused abstracts of said petition containing the substance thereof to be posted in two public places in said town and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Herald a newspaper published in said County said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view: and before said view was had said Commissioners gave notice in the manner as described in the foregoing notice of the petition to all persons interested of the time and place for examining said view. And on the said twenty fifth day of August the Commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same the Commissioners then determined to hear the parties at the time of said view & having heard the parties said Commissioners then proceeded to consider & adjudicate upon the prayer of said petition & after considering the same said Commissioners did then & there adjudge that Common Convenience & necessity require that that part of the said petition which relates to the location & construction of a highway from Middlefield town line at or near the foot of the old turn-pike road not far from John R. Wests mill factory running southerly in the direction of the west bank of Westfield river until it intersects the above named road be admitted and that in the opinion of the Commissioners the existing highways between the towns mentioned in the remaining part of the petition can be so far amended as to supersede the necessity of laying out new highways or altering the location of existing ways. And after adjudicating as aforesaid said Commissioners appointed Wednesday the eleventh day of November then met and then closed in the forenoon at Whites Hotel in said Chester as the time and place upon and where they would meet and proceed to locate according to said adjudication and the said Commissioners having given notice of the adjudication

and the time and place appointed for locating as aforesaid in the same manner as the notice and publication was given and made and as is by law in such case made and provided before proceeding to receive and publishing an abstract of said petition instead of a copy thereof on the said twentieth day of December said Commissioners met and proceeded to make said Highway as follows to wit: And now it is ordered that the Town of Cheshire cause the road aforesaid to be put in a thorough state of repair by the construction of one bridge and two more bridges of the Whipple Patent across the West Branch of the Muddy River at the points where the bridges were destroyed by the breaking away of the Middleford River with complete reconstruction of the approaches to the same and also by a thorough repairing of all portions of said highway damaged by the flood so that the same shall be safe and convenient for the public travel over the same

And it is ordered by the County Commissioners that the Town of Cheshire cause the said construction and repairing to be made and completed to the acceptance of the County Commissioners on or before the tenth day of December A.D. 1874

And it is further ordered that when the said construction and repairing of said highway is completed and accepted by the County Commissioners the Town of Cheshire shall be paid from the County Treasury the sum of twenty eight hundred dollars

Wm. H. Lewis
J. D. Harris }
Lester Selby }
County Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered is accepted and the road established as and for a public highway

George Louis Wh
for a jury is -
Town of Agawam
P. 2.

To the County Commissioners for the County of Hampden
George Louis of Agawam in said County respectfully
complaint that the Selectmen of said Town of Agawam claiming to
not under the authority of said Town have selected and laid
out as a school house lot in said Agawam a parcel of land
belonging to the complainant described as follows. Beginning
at a stake 100 feet from the North West Corner of the

School house is again on center within line of the Northeastern side of said road and running north 14° East eight rods on the highway thence East 34° South two rods on land of George Fowler to a stake thence South 14° West 7 rods 17 links to a stone monument on the Northeast side of the river road thence on the river road and the school house lot to the place of beginning containing 77 1/2 rods and have assessed the damages sustained thereby by John Complainant at five hundred and forty six dollars and fifty seven cents. And John Complainant feeling aggrieved by the award of said damages on account of the smallness and insufficiency of said sum hereby applies to your board for a jury to try the matter of his complaint and to assess him adequate damages therefor.

George Fowler

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the eighteenth day of August in the year of our Lord one thousand eight hundred and seventy four where it was ordered that the petitioners give notice to the said Detention of Appraiser to appear before the County Commissioners at the Court House in Springfield in said County on Monday the fifth day of October next at eleven o'clock in the forenoon by serving thereon an attested copy of said petition and of this order fourteen days at least before said fifth day of October that they may show and then show cause why the prayer of said petition should not be granted. And on the fifth day of said October it was ordered that a warrant issue commanding the Sheriff of said County to summon a jury of twelve men to hear and determine the matter of said complaint at four in said petition which warrant was duly issued on the said fifth day of October in the year last aforesaid. And that petition was continued from meeting to meeting to this meeting and now a Certificate of the acceptance of said verdict is received from the Superior Court which Certificate is as follows to wit: The jurors empanelled by A. M. Bradley Sheriff of said County of Hampshire on the twenty second day of October 1874 for the purpose named in the warrant in this case issued on the petition of the said George Fowler against the said Town of Appraiser having been first duly sworn and having chosen Verdict J. Smith Foreman by ballot after carefully viewing the premises and fully hearing the parties

estimate and assess the amount of damages sustained by the said petitioner by reason of the taking of his lands by the inhabitants of the said town of Agawam for the purpose of a school house lot at the sum of five hundred and eighty seven dollars which would be a just and reasonable compensation for all the damages sustained by the said petitioner.

Richard T. Smith Chairman

John L. Ellis

W. J. Collins

E. W. Labor

J. B. Brown

J. E. Worthing

D. G. White

H. S. Phelps

H. S. Mylles

W. H. Vose

H. E. Mosby

The costs upon said proceedings and allowed by said petition are taxed at one hundred and twenty four dollars and twenty seven cents (\$124.27) -

Robert A. Morris Clerk

Collier, Richard

Esq. for Attorney

Agawam 28

Agawam 28

66

To the Honorable County Commissioners of Hampden County
Respectfully represents your petitioner, The Collier Paper Company, a Corporation duly established by law and having its usual place of business in Springfield in said County that it is the owner of certain real estate situate in Ludlow in said County, bounded northward by a stone wall separating it from land of James L. Miller and by a fence separating it from land of P. Kneetown and wife partly by the Chicopee River & Westward by land of said Kneetown and wife and partly by the line of the Belchertown road being the first tract conveyed to said Company by Wm. Chapin by and recorded in the Hampden Registry Book 291 Page 312. And your petitioner further represents that the Springfield, Attleboro and Northampton Railroad Company a Corporation established by law having a place of business in said Springfield being the successor of the Attleboro & Springfield Railroad Company) have located and built their railroad through and across the above described land to the great damage of your petitioner which location may be found at the office of the Clerk of Court of said County. Therefore your petitioner asks your Honorable Board to estimate all damages to it occasioned by the laying out creating and maintaining its said railroad and for all land and materials taken by said Railroad Company after having heard the parties as provided

October Meeting 1873

by law

Springfield Dec 1873

The Collins Paper Company

By Wm H. Parker Trust

The foregoing petition was entered at this meeting where the petitioners appeared by its Agent Wm H. Parker and the Respondent appeared by its Agent Willis Phelps and both parties were noticed, and now after examining the premises and the consideration had therein said Commissioners do award and determine that the Springfield Athol and Northeastern Railroad Company shall pay to the said Collins Paper Company the sum of \$1 hundred Dollars for all damage and costs it did sustain by reason of the taking of its said land.

And it is further ordered by the County Commissioners that the said Springfield Athol and Northeastern Railroad Company shall construct and forever keep in repair two farm crossings to be located respectively at Station 284 and 297 at the place of the location of said Railroad on file.

Wm H. Lewis

J. S. Lewis

Laurence Sibby

Dec. Comm.

To the Honorable Commissioners of Hampshire County State of Massachusetts

We the undersigned Citizens of Williamstown humbly petition your honorable body to give let your earliest convenience the road leading from Boston & Albany Railroad to the Bridge over the Chicopee River in said town and lay or relay the same and discontinue certain parts of the old road
Dated Williamstown Augt 26th 1874

Collins Paper Co. & others

Collins Paper Co.
Pet for relocation &
discontinuance of
highway in Williamstown
67

The foregoing petition was entered at a regular adjourned meeting of the County Commissioners held on the first Tuesday of October in the year of our Lord one thousand eight hundred and seventy four at which meeting the Commissioners during a view of the premises expediently appointed Tuesday the tenth day of November then next and eleven o'clock in the forenoon at the station of the Boston & Albany Railroad Company.

Rollins Depot in Wilbraham is the time and place
 for giving the premises and caused a copy of said petition to
 be served upon the clerk of the town of Wilbraham being the
 town within which such relocation and discontinuance is
 prayed for thirty days at least before the time appointed for
 said time and also caused abstracts of said petition containing
 the substance thereof to be posted in two public places in said
 town and also gave notice to all persons interested by causing a
 copy of said petition to be published three weeks successively in
 the Springfield State Union a newspaper published in said county
 and posting with the last publication of said copy being
 ten fourteen days at least before the time appointed for said
 time and before said time was had said Commissioners gave
 notice in like manner as described in the foregoing notice
 of the petition to all persons interested in the town and place
 for commencing said time and on the said tenth day of
 December the Commissioners met at the time and place
 appointed and proceeded to give the premises and having said
 the same the Commissioners then determined to hear the parties
 at the time of said time and having heard the parties said
 Commissioners then proceeded to consider and adjudge upon
 the prayer of said petition and after considering the same said
 Commissioners did then and then adjudge that because
 convenience and necessity require that the prayer of the petition
 should be granted. And no person or corporations having
 appeared to object thereto at the time of said time said Commis-
 sioners proceeded to locate and discontinue as follows to wit:
 Beginning at a point in the center of the South
 end of the bridge over Chicopee River near Rollins Depot in
 said town thence running on a curve deflecting to the
 right with a radius of 350 feet to the Tenth day line of the
 Rollins Paper Co's land about 100 feet thence across said
 land at right angles with the same 60 feet thence
 Southward through land of the said Paper Co 75 feet to
 the culvert under the Boston & Albany Rail Road where it
 intersects the County Road. Since where is laid fifty feet
 wide and is laid twenty five feet on each side of said course
 the said Paper Company shall have all the damages for laying
 said way through their land
 And it is further ordered by the County Commissioners that
 that portion of the old highway lying easterly of and bounded

October Meeting 1874

under a highway by the location of the highway to
discontinue
It seems to appear having appeared to some damage and
more in the opinion of the Commissioners being entitled to
damages therefore some are awarded

Wm. H. Lewis
J. I. Rogers }
Eugene Diller }

All of which by the report of said Commissioners filed among
the proceedings on the aforesaid petitions fully appears and now
the said report being read and considered is accepted and the
road established as and for a public highway

It now appearing by an order from the Supreme Judicial Court
that the proceedings of the County Commissioners upon the petition
of the Boston & Albany Rail Road Company are finished at the
December Meeting of the Commissioners A.D. 1873 are quashed. It is
therefore ordered that a memorandum of the adjudication of said
Supreme Judicial Court be entered upon the records of the Commissioners

in Vol 9 Folio 40

Ordered that the sum of twenty eight hundred dollars be paid
to the Town of Chester out of the Treasury of said County, the same
being the amount awarded by the said Commissioners upon the
petition of Charles W. Knox and others for specific repairs to high-
ways in said Town of Chester

Allowance for specific
repairs of highways in Chester
on Pet of Chas. W. Knox & others
\$2800.00

The specific repairs upon the highways in Chester ordered upon the
petition of C. W. Knox and others are accepted

Specific repairs of highways
in Chester accepted

The cost of the site, building and furnishing of the new Court House
in Springfield is now ascertained to be as follows

Court House Cost of

Site Twenty five thousand seven hundred & sixteen dollars & thirty seven cents
Building Two hundred & sixteen thousand eight hundred & ninety three cents
Furnishing One hundred & seven hundred & fifty seven dollars & ninety nine cents
Total Three hundred & four thousand five hundred & forty three dollars & twenty nine cents

\$75,716.37
214,068.93
14,757.99
\$304,543.29

Accounts
\$18,855.48

Sundry accounts being now presented are allowed amounting to the sum of eighteen thousand eight hundred and forty eight cents and the same are ordered to be paid from the County Treasury

Proceeding of the County
Commissioners of Dec 1873
V Mayor & Municipalities
Dec 1873

It now appearing by an order from the Supreme Judicial Court that the proceedings of the County Commissioners upon the petition of the Boston & Albany Rail Road Company was finished at the December meeting of the Commissioners 1873 are quashed. It is therefore ordered that a mandamus of the adjudication of said Supreme Judicial Court be entered upon the records of the County Commissioners

Allowance to Town
of Cheshire 1873

Ordered that the sum of twenty eight hundred dollars be paid to the Town of Cheshire out of the Treasury of said County the same being the money awarded by the said Commissioners upon the petition of Charles H. Knef and others for specific repairs to highways in said town of Cheshire

The specific repairs ordered upon the highways in Cheshire ordered upon the petition of C. H. Knef and others are accepted

Cost of Court House

\$75,000.00

214 048.93

14 750.00

304,500.00

The cost of the site, building and furnishing of the new Court House in Springfield is now ascertained to be as follows
Site Twenty five thousand seven hundred and fifty dollars
Building Two hundred fourteen thousand six hundred and eighty dollars
Furnishing Fourteen thousand seven hundred and fifty dollars
Total Three hundred and four thousand five hundred and eighty dollars

See Book of Plans Page 16

Resolved 18 December 31st 1874

judgment is entered up according to reports &c. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day

Attest

Robert O. Morris Clerk

Commonwealth of Massachusetts

January 11

At a meeting of the County Commissioners began and holden at Springfield within and for the County of Hampden on the fourth Tuesday of December being the tenth second day of said month and by adjournment on the twenty eighth day of said month in the year of our Lord one thousand eight hundred & seventy four and by adjournment on the first day of January on the fourth day of January to the fifth day of January in the year of our Lord one thousand eight hundred & seventy five

Present Wm. Mc Lewis Esq. Chairman
James S. Loomis County
Lawson Sibbey Commissioners

and by adjournment on the sixth day of January on the second day of February to the ninth day of said month on the second day of March on the sixth day of April in the year of our Lord one thousand eight hundred & seventy five

Present William Mc Lewis Esq. Chairman
Lawson Sibbey County
John D. Dornell Commissioners

John D. Dornell Esquire having been declared by the Board of examiners of the County Commissioners for the term of three years and having been duly sworn appears on the sixth day of January and the Board consisting of William Mc Lewis Lawson Sibbey and John D. Dornell Esquires proceed to the choice of Chairman. The whole number of votes cast is three of which William Mc Lewis Esquire has two and is chosen Chairman of the Board for the year ensuing

To the County Commissioners of the County of Hampden
The Norfolk and Western Railroad Company respectfully
represent that they have made survey & location of the line of
their proposed Railroad in the town of Westfield in said County
and that said location is fully set forth in the location
maps of said Railroad duly filed with your honorable board
and that they are engaged in the construction of said Railroad
at the present time. They further represent that portion of certain
existing highways in said town of Westfield within the limits
hereafter specified interfere with the proposed location of

Westfield
K. Lee Pat. for a new
highway? Attention &
discontinuance of high-
way in Westfield
11

67
said petitioners pray that an order be made for the safe and
separate crossing of the line of land location by the said
highway, the public convenience and security require the
situation, location, discontinuance, laying out and construction
and order hereafter prayed for to wit: That the highway on
certain parts thereof be altered, relocated or discontinued in
whole or in part across the holdings of E. P. Park and
Mrs. Lucy Williams across said line of location west of the
said road near Prospect Hill School House, thence
southerly and easterly by house of Rowland Williams between
houses of the Martha Coker Estate and Sarah Basworth
estate across said line of location near the Passenger Depot
of the New Haven & Northampton Company to and near
the westerly side of Spruce Run & culminated by a point
that a highway be first cut and constructed from a
point on the highway near said house of the estate of
said Basworth and said Coker to the railroad crossing
just west of the house of said Park and Mrs. Lucy Williams
and said New York & Westfield Railroad Company further pray
that additional lands & materials over and above five rods in
width are necessary for making and securing the road upon
lands of the heirs of said Sarah Basworth, land of Brass Brothers
lands of James Allen and lands of Northrup Miller in
said Westfield and they therefore pray your Honorable Board
will after due notice to the owners of said lands present the
limits within which the same may be taken and that
the same may be according to the location of said Rail-
road now on file. And said petitioners pray your Honorable
Board to find the same and to pass such order and decree
in the premises as shall be just and proper.

The New York & Westfield Railroad Co.

By Little & Sweet their Attorneys

The foregoing petition was entered at a regular & special meeting
of the County Commissioners held at Springfield within and for
said County on the second Tuesday of October the year of our
Lord one thousand eight hundred and twenty one, at which
meeting the Commissioners receiving a view of the premises
aforesaid appointed Tuesday the third day of July then next &
nine o'clock in the forenoon at the Court House in Westfield
as the time and place for viewing the premises and same as

and caused a copy of said petition to be served upon the Clerk of the Court of Westchester County within which such discontinuance relocation and construction of highway is prayed for thirty days at least before the time appointed for said river and also caused Abstracts of said petition containing the substance thereof to be posted in two public places in said County and also gave notice by two persons authorized by causing a copy of said petition to be published three weeks successively in the Western Star of said County a newspaper published in said County said notice and the last publication of said copy bearing date thirteen days at least before the time appointed for said river and before said river was said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said river and on the third day of July the Commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same and heard the parties the further considerations thereof was deferred to the next regular adjourned meeting of the Commissioners held at Springfield Town on Saturday the fifth day of July there met at which meeting the said Commissioners further considered the petition and further continued the same to Saturday August the twelfth then met at which time the Commissioners met at the Court House and after further considering the prayer of the petition did there and there adjudge that common convenience & necessity require that the same except so much thereof as relates to authority to take additional lands over and above five rods in width should be granted and after adjudging as aforesaid said Commissioners appointed Thursday the twentieth day of November then met and twelve o'clock M. noon at the Court House in said Westfield at the time and place where and where they would meet and proceed to locate according to said adjudication and the said Commissioners having given notice of the adjudication and the time and place appointed for locating in the same manner as the notice and publication was given and made and as is by law in such cases made and provided before proceeding to view except publishing an Abstract of said petition instead of a copy thereof on the said twentieth day of November said Commissioners met and proceeded to adjourn to the next regular meeting of

said Commissioners and from meeting to meeting to Sunday
 the fifth day of January A.D. 1875 when said Commissioners
 met and located the discontinuance of highway prayed for as
 follows to wit: And now it is ordered by the County
 Commissioners that on and after the completion and acceptance
 of the highway as ordered and petition of A. C. Parker and others
 dated October 7th A.D. 1873. And the payment of the sum of
 five hundred dollars into the County Treasury by the New Haven
 and Northampton Company as well appear by agreement on
 file in the Clerk's office that such parts of the highway leading
 from near the dwellings of E. P. Parks and New Lucy
 Yeamans to the fork of the road near Prospect Hill School
 house known as the Montgomery road as passes over and
 across the lands of the Helyoke & Westfield R.R. and over or
 upon the land of the New Haven and Northampton
 Company be discontinued as a highway. And it is also ordered
 that so much of the highway leading from the fork of the
 road near Prospect Hill School house southerly and
 easterly by the house of Russell Yeamans between the
 house of the Harkins Lintz estate and Adiah Barwath
 estate across the line of location of Helyoke and Westfield
 R.R. and New Haven and Northampton Company R.R. near
 the passenger Depot of the New Haven and Northampton
 Company to or near the westerly side of the living barn
 formerly occupied by Taylor and Tyler as passes over and
 upon the lands of the Helyoke and Westfield R.R. and the New
 Haven and Northampton Company's lands be discontinued
 as a highway upon the conditions aforesaid.
 And the County Commissioners having fully considered the
 question of damages caused by the discontinuance of said
 highway do hereby adjudge and declare that in our opinion
 no person is or would be entitled to any damages from such
 discontinuance.

Wm. M. Lewis

J. D. Morris

Deacons Table

Res. Comm.

All of which by the report of said Commissioners filed among
 the proceedings on the aforesaid petition fully appears and now the
 said report being read and considered & accepted and it is ordered
 that said highway be discontinued.

Dec. 18 1871

To the County Commissioners of the County of Hampden

J. S. Fowler & others

The undersigned is here to certify that portion of the road leading from Southwick to Westfield is in bad condition being sandy & with a heavy grade. We therefore ask your honorable board to cause at your earliest convenience to be made a road as lies between the South Abutment of the Cowles Bridge to follow across the Westfield Little River and the Stone monument line between said towns for the purpose of hardening grading or locating a new said road as in your judgment it shall seem necessary.

for the location of a new road as in your judgment it shall seem necessary

7

J. S. Fowler & others

The foregoing petition was introduced at a meeting of the County Commissioners held at Springfield within and for the County of Hampden on the fifth day of October in the year of our Lord one thousand eight hundred and seventy one. At which meeting the Commissioners during a view of the premises appointed Wednesday the eighth day of November there met and ten o'clock in the forenoon at Curtis Hotel in Southwick at the time and place for viewing the premises and caused a copy of said petition to be served upon the Clerk of the Town of Westfield being the town within which such grading hardening or relocating a new is prayed for thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof to be posted in two public places in said towns and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view and before said view was had said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view and on the said eighth day of November the Commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same and heard the parties the further consideration thereof was deferred till the next regular adjourned meeting of the Commissioners held at Springfield aforesaid on the twenty first day of said November and from time to time to Tuesday the thirteenth

day of June A.D. 1875, at which time the petition was further
 considered and after consideration the Commissioners did
 then adjudge that Common Council and necessity require
 that the prayer of the petition should be granted and after
 adjudicating as aforesaid said Commissioners appointed Tues-
 day the eighth day of February A.D. 1875 and eight o'clock in
 the forenoon at the Court House in said Westfield as the
 time and place where and where they would meet and proceed
 to locate and the said Commissioners having given notice
 of the adjudication and the time and place appointed
 for locating in the same manner as the notice and publica-
 tion was given and made and as is by law in such case
 made and provided to be according to their exact
 publishing an abstract of said petition instead of a copy
 thereof on the said eighth day of February met and proceeded
 to locate the following specific repairs to wit: And now it
 is ordered that the said Town of Westfield Cause the heavy and
 bad road southerly of the Beaver bridge in said Westfield to be
 graded that the grade of this same when completed shall not
 in any part thereof exceed a grade of five degrees and the said
 Town is also to cause the same to be hardened with some good
 hardening material to the depth of twelve inches and the
 traveled part of the way when completed is to be not less than
 eighteen feet in width exclusive of the side slopes and ditches
 And it is ordered by the County Commissioners that the said
 Town of Westfield Cause the foregoing described grading and
 repairing of highway to be made and completed on or before
 the first day of June A.D. 1875

Wm. H. Lewis
 Samuel Sibley
 John O. Merrill

Geo. Hornum

All of which by the report of said Commissioners filed among
 the proceedings on the aforesaid petition fully appears and now
 the said report being read and considered is accepted and it is
 ordered that said highway be graded and hardened as proposed for

Dec. 1876

To the County Commissioners of the County of Hampshire

Geo. E. Knapp & Co.

Respectfully represent the undersigned Free Voters of the town of Westfield in said County that there is a highway in said town leading from Elm Street past the house of George E. Knapp & Co. to the house of John Kelley to Russell town line and that said highway is so narrow sandy liable to drift and requires alterations to be made therein they therefore pray your honorable board would order said highway and make such alterations therein as public convenience and necessity may require

Alt. to alteration of highway in Westfield
13

Westfield March 30th 1872

George E. Knapp & others

The foregoing petition was entered at a regular adjourned meeting of the County Commissioners holden at Springfield within and for the County of Hampshire on the fourth Tuesday of June in the year then last one thousand eight hundred and seventy two At which meeting the Commissioners during a view of the premises expedient appointed Friday the eighteenth day of October there met and nine o'clock in the forenoon at the Court House in Westfield as the time and place for viewing the premises and caused a copy of said petition to be served upon the clerk of the town of Westfield being the town within which such alteration is prayed for thirty days at least before the time appointed for said view and also caused abstracts of said petition containing the substance thereof to be posted in two public places in said town and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Western Hampshire Times a newspaper published in said County said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view and before said view was had said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view and on the said eighteenth day of October the Commissioners met at the time and place appointed and proceeded to continue the hearing until the next regular meeting namely on the fourth Tuesday of November and from time to time until the twenty fourth day of June 1873 when the Commissioners adjudged that the Common Convenience and necessity require that the prayer of the petition be granted

(Jesse S. Brown was absent and S. C. Southworth
 Special Commissioner was called in his place, and after adjourning
 as aforesaid said Commissioners appointed Tuesday the
 twenty fourth day of March there met and then adjourned in the
 afternoon at the Foster House in said Wallcut at the time
 and place when and where they would meet and proceed to
 locate said highway and the said Commissioners having
 given notice of the adjournment and the time and place appear-
 ing for locating as aforesaid in the same manner as the notice
 and publication was given and made, and as is by law in such
 case made and provided, before proceeding to their except
 publishing an abstract of said petition instead of a copy thereof
 on the said twenty fourth day of March said Commissioners
 met and proceeded to adjourn to the next regular adjournment
 of the Commissioners and from meeting to meeting to Tuesday the
 twenty second day of December 1887 when said Commissioners
 met and proceeded to locate said highway as follows to wit:
 Commencing at a stone monument standing on the cutting
 side of Grand St. at a point twenty five and a half feet North
 of a point twenty and a half feet from the North West
 corner of William Arnold's dwelling house in range of the cutting
 End. Then running North fifty two degrees and thirty six
 minutes West, eight hundred and eighty six feet to a stone,
 the width of the highway for this course and distance is as
 follows to wit: At the commencement eighty one and a
 half feet, at a point seven hundred and fifty feet from the
 commencement fifty eight feet and six inches and fifty six
 feet wide at the end. Then South eighty eight one degree
 West, six hundred and fifty nine feet to a stone on the line
 between Joseph Arnold's heirs and Isaac Storkus lands, the
 highway for this course and distance is fifty six feet wide at
 the commencement and fifty feet wide at the end. Then
 South eighty eight and a half degrees West, four hundred
 forty and a half feet to a stone on the line between Solomon
 Phelps and S. C. Brown lands. Then South eighty nine and
 a half degrees West, three hundred and fifty one and a half feet
 to a stone on the line between Solomon Phelps and S. C. Brown
 lands. Then North eighty one and five fifths degrees West, two
 hundred and fifty five feet to a stone on the line between Mary Webb
 and S. C. Brown lands. Then North eighty six degrees West
 two hundred and thirty feet to a stone on the line between Anson

December 18th 1820

North 7. West 10. North 10. North with two and a half
degrees West one hundred and forty five feet to a stone. Then
North fifty seven and one third degrees West 10. hundred and forty
five feet to a stone. The highway for this cause and distance
a fifty feet wide at the commencement and for a distance of
100 hundred and twenty feet from the commencement to the
cause to the end of the cause it widens to fifty seven feet. Then
North fifty two and one half degrees West one hundred and forty
five feet to a stone the location for this cause and distance is
fifty seven feet wide at the commencement and widens to
twenty feet at the end. Then North thirty one and one third degrees
West eight hundred and twenty three feet to a stone. Then North
thirty four and a half degrees West 10. hundred and thirty three
feet to a stone. Then North thirty three and a quarter degrees
West one hundred and twenty feet to a stone. Then North fifty
two and a half degrees West two hundred and eighty one feet
to a stone. Then North fifty eight and three quarters degrees
West 10. hundred and fifty one feet to the Northeastly
corner of the Lower Door. Then North fifty three and
one third degrees West one hundred and thirty five and
a half feet to a stone. Then North fifty five and a quarter
degrees West four hundred and ninety five feet to a stone.
Then North fifty three and a half degrees West twelve
hundred and ninety one feet to a stone. Then North fifty
five and a half degrees West two hundred and eighty one
and a half feet to a stone. Then North fifty eight and
one third degrees West two hundred and twenty one feet to
a stone at the North Westly corner of A. E. Beldens Door
yard fence. Then North fifty four and a half degrees West
two hundred and twenty feet to a stone. Then North
forty two degrees and ten minutes West one hundred and
seventy one feet to a stone. Then North thirty five and one sixth
degrees West four hundred and eighty five feet to a stone on
line between A. E. Beldens and J. E. Pumpkins lands. Then
North thirty three degrees and thirty five minutes West four
hundred and eighty seven feet to a stone. Then North thirty
two degrees West four hundred and fifty five feet to a stone.
Then North thirty five degrees West three hundred and eighty
feet to a point one foot Southly of a stone. Then North
thirty four and a half degrees West 10. hundred and ninety
eight feet to a stone. Then North twenty five degrees West

three hundred and twenty two feet to a stone. Then North
 nineteen and three quarters degrees West two hundred and
 eight feet to a stone. Then North twenty two and one half
 degrees West three hundred and forty feet to a stone.
 Then North twenty four and two thirds degrees West six
 hundred and forty feet to a stone. Then North thirty one and
 a quarter degrees West two hundred and thirty one feet to the
 North Easterly Corner of the Piazza of the four mile house
 on range of the Easterly end. Then North thirty five degrees
 West two hundred and thirty three feet to the four mile stone.
 Then North twenty seven degrees West one hundred and sixty
 eight feet to a stone at the North Easterly Corner of Thomas
 Wallings Barn. Then North nine and a half degrees West
 one hundred and sixty seven feet to a stone. Then North fifteen
 degrees East thirty two hundred and seventy six feet to a stone.
 Then North eleven and five sixths degrees East three hundred
 and forty one feet to a stone monument near the line between
 Rutland and Westford. The lines are pure and the bounds are
 set on the Southerly or left hand side of the location and the
 width of the highway except such portions thereof as are herein
 below described is fifty feet.

The direction of the Needle is $7^{\circ} 30'$ West
 And now it is ordered that the town of Westford cause that
 portions of the beavered part of the aforesaid highway which lies
 Easterly of the four mile house to be put in a thorough state
 of repair: all parts thereof which are flat and not sandy are to be
 thoroughly worked to the width of not less than twenty feet
 exclusive of the side slopes and ditches, so that teams may
 pass with safety over all parts thereof: all portions of the stony
 part of said road that are sandy are to be covered with some
 good hardening material to the depth of twelve inches and not
 less than ten feet in width: the widening of the first mentioned
 portions of the road when completed is to be not less than twelve
 inches exclusive of the ditches. The side and Westerly of the Town
 Fairhouse is to be so graded that the same when completed
 shall not exceed a grade of two and a half degrees: The side near
 R. P. Sacketts is to be graded so that the grade shall not exceed
 three and a half degrees: and the side near Walter of Scott
 Wallings Barn is to be graded so that the grade when completed
 shall not exceed a grade of three degrees: good and substantial
 railing will be required at all points upon the highway when

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the party of the franchise may appear to render the same necessary.
The County Commissioners having heard all persons and Corporations
interested in relation to the question of damages who appeared
before them to be paid through Corcoran and decided that the sum
of fifty dollars be paid to each elevated and that the location
thereof shall be allowed to stand upon that portion of the highway
which it covers during its existence

\$50.00

And the sum of thirty dollars be paid to David Lamberton 30.00

And the sum of twenty dollars be paid to J. C. Pierpont 20.00

And the sum of twenty dollars be paid to S. J. Allen 20.00

All in full compensation for all damages they will sustain in
consequence of the elevation of highway

It is the order of the Commissioners in the opinion of the Commission
ers the entitled to damages therefore money thereon awarded

The owners of land over which the foregoing location of highway
is made are allowed until the first day of May A.D. 1875,
to remove their trees and fences therefrom

And it is ordered that the Board of Assessors cause the
foregoing described repairing of highway to be made and
completed in accordance with the foregoing order and to the
acceptance of the County Commissioners on or before the first
day of September A.D. 1875

Wm. M. Lewis

J. S. Loomis

Samson D. Sully

} Co. Commrs

All of which by the report of said Commissioners filed among
the proceedings on the aforesaid petition fully appears and
now the said report being read and considered is accepted
and said road established as and for a public highway

To the Honorable County Commissioners in and for the
County of Hampshire Massachusetts

Respectfully represents the Athol and
Enfield Railroad Company that in the construction of the extension
of this Railroad from Russell's Junction to Springfield they
find it necessary to cross change the location and discontinue
a portion of the following highways and Turnways in said
County of Hampshire in manner following viz: That the County
Road in Palmer leading from Three Rivers to Belchertown
near the House of Wm. H. Gray and your petitioners wish to

Athol & Enfield RR
Co. Vt. for change
of highway in Palmer
Belchertown & Springfield
19

Cross said highway at grade with this Railroad No. 3 Is the Town road in said Ludlow leading from Three Rivers to and near the house of Albert Parker and they wish to cross said road at grade with this Railroad. No. 3 Is the County Road in Ludlow leading from Three Rivers to Ludlow near the Red Bridge and they wish to cross said highway at grade with this Railroad. No. 4 Is the County Road in Ludlow leading from the westerly part of Ludlow to Collins Depot and grade petitioners request that a new County Road may be laid out between said No. 3 and the highway leading from Ludlow Center to Collins Depot following nearly on the westerly line of land of Charles W. Chapin and E. J. Sikes and that so much of the present highway as lies between said line and the road leading past the house of said Sikes to Collins Depot may be discontinued. No. 5 Is the County Road in Ludlow leading from Ludlow Center to Collins Depot near the Bridge across the Chicopee River. And they wish to cross said highway at grade with this Railroad. No. 6 Is the Town Road in Ludlow leading to the Ramon Farm (so called) and they wish to cross said road at grade with this Railroad. No. 7 Is the County Road in said Ludlow leading from Three Rivers to Lenkville near the house of S. H. Hines and they wish to cross said highway at grade with this Railroad. No. 8 Is a County Road in Ludlow leading from Ludlow Center to Lenkville near the house of Col. J. Muller and they wish said highway at grade with this Railroad. No. 9 Is the County Road in Springfield leading from Indian Orchard to Chicopee Falls near the Mill of the Indian Orchard Co. No. 10 Is the County Road in Springfield leading from Ludlow to Indian Orchard near the Iron Bridge. No. 11 Is the same County Road in Springfield as No. 9 near Railroad Station No. 571 about thirty four hundred feet below No. 10 and grade petitioners request that the location of the highway may be changed, and a new County Road located between a point on No. 9 at Front Street and a point on No. 11 near the top of the knoll below the crossing in such a manner that the highway shall pass under the Railroad at the road leading to the Cross Bridge in common with the same (No. 10) and thence down the bank of the river and across the plains to the top of the knoll below station of in such a way as to avoid any crossing at No. 11. And they further request that so much of the present highway as is not included in the proposed change may be discontinued. No. 12 Is a Town or County Road in

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said Springfield leading from the Court House to Chicago
falls under the House of Manner Lynch and they wish to cross
said road at grade with their railroad. No 13 Is Theloy Street in
said Springfield on the farm of Col. Thompson and they wish to
cross under said Street with a bridge over their railroad. No 14 Is
Lanow Street in said Springfield near the works of the Hammer
Point & Chemical Company and they wish to cross said Street
at grade with their railroad. No 15 Is Chestnut Street in said
Springfield near the crossing of the Boston & Albany Railroad
and your petitioners wish to cross said Street at grade with their
railroad. Wherefore they request your Honorable Board after due
notice given to view the above premises and grant the prayer
of your petitioners or issue such further orders thereon as in your
opinion the public convenience and necessity may require.
Springfield Nov. 7th 1872

Attest & Enfiled Rail Road Co
By Willis Phelps Pres.

The foregoing petition was introduced at a regular adjourned
meeting of the County Commissioners holden at said Springfield
on the seventh day of November in the year of our Lord one
thousand eight hundred and seventy two. At which meeting the
Commissioners deeming a view of the premises expedient appointed
Tuesday the twelfth day of December then next and nine
o'clock in the forenoon at the Court House in Springfield
as the time and place for viewing the premises and caused
a copy of said petition to be served upon the City of Springfield
of which William L. Latham and the City of Springfield being the towns
within which such location and discontinuances are
prayed for thirty days at least before the time appointed
for said view and also caused abstracts of said petition
containing the substance thereof to be posted in two public
places in said towns and also gave notice to all persons
interested by causing a copy of said petition to be published
three weeks successively in the Springfield Daily Union a news
paper published in said County twice weekly and the last
publication of said copy having been fourteen days at least
before the time appointed for said view and before said view
was had said Commissioners gave notice in like manner
as described in the foregoing notice of the petition to all
persons interested of the time and place for commencing

said time. And on the said twelfth day of December the Commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same the parties were heard and after the hearing said Commissioners adjourned the further consideration of the same to the next regular meeting of the Commissioners and from time to time to Tuesday the eighteenth day of November A.D. 1873 at which time the Commissioners further considered the prayer of said petition and after consideration said Commissioners did then adjudge that Common Convenience and necessity require that the prayer of the petition except so much thereof as relates to the laying of a turnpike and Chestnut street in Springfield at grade should be granted and after adjudicating as aforesaid said Commissioners appointed Tuesday the twenty third day of December their next and ninth select in the forenoon at the Court House in said Springfield at the time and place when and where they would meet and proceed to locate and discontinue said highway and the said Commissioners having given notice of the application and the time and place appointed for locating & discontinuing said highway in the same manner as the notice and publication was given and made and as is by law in such case made and provided before proceeding to view except publishing an abstract of said petition instead of a copy thereof on the said twenty third day of December met and proceeded to adjourn to the next regular meeting of the Commissioners and from meeting to meeting to Tuesday the twenty second day of December A.D. 1873 when said Commissioners met and proceeded to locate and discontinue said highways as follows to wit: No 1 Being described in said petition as the County Road in Palmer leading from Pine River to Belchertown near the house of Wm. A. Gray said road may be crossed at grade in the following manner viz by raising the grade of the road to a level with the top of the rails for a distance of ten feet on each side of the center of the track and on the north of the track by continuing said level grade till it meets the present surface of the road and on the South by descending in a uniform grade to the present surface of the road at 100 feet from the center of the track. No 2 Being described as the Town Road in said Palmer leading from Pine River to and near the house of Albert Baxter said road may be crossed at grade by raising the road to a level with the top of the rails for a distance of ten feet on each side

of the Center of the track and descending therefrom regularly to the present surface of the road on each side in a further distance of twenty-five feet. No 3 Being described in said petition as the County road in Ludlow leading from Shaw River to Ludlow near the Red Bridge said road may be crossed at grade by raising the road to a level with the top of the rails for a distance of ten feet on each side of the Center of the track and continuing said level grade on the Eastern side of the track till it meets the present surface of the road, and ascending on the Western side of the track with a regular grade to the present surface of the road at ten feet from the Center of the track. No 4 Being described as the County road in Ludlow leading from the eastern part of Ludlow to Collins Depot. So much of said road as lies between the Northern line of land of E. J. Sikes (on the Southern line of the said road as below described) and the Eastern line of the road leading past said Sikes house through the bridge to Collins Depot is hereby discontinued and a new road is hereby laid out according to the following description Viz. beginning at a stone monument imbedded in the ground by the Western side of said County road leading from the eastern part of Ludlow and in a line parallel with and 50 feet north of the line between land of E. J. Sikes and David Jones, thence North 89° West parallel with said farm line and 50 feet distant therefrom 1077 feet to a stone monument, thence S. 89° W. 150 feet to a stone monument, thence S. 73° W. 50 feet to a stone monument standing near the Eastern side of the road leading past the house of said Sikes, said road to be 50 feet wide and to lie on the Southern side of the line described. No 5 Being described as the County road in Ludlow leading from Ludlow Center to Collins Depot near the bridge across the Chicago River said road may be crossed at grade by raising the road to a level with the top of the rails on the Northern side till it strikes the present surface, and on the Southern side for 15 feet from the Center of the track and thence descending by a regular grade to the entrance of the bridge across the Chicago River. No 6 Being described as the town road in Ludlow leading to the Beaver Farm (so called) may be crossed at grade by raising the road to a level with the top of the rails for ten feet on each side of the Center of the track and thence descending on each side of the track to the present surface in a distance of ten feet. No 7 Being described as the County road in

Shallow leading from Pine Trees to Jenkinsville near the house
 of William May be crossed at grade by cutting down the
 road to a level with the top of the rails for a distance of twenty
 feet on each side of the center of the track and then ascending
 on each side in a uniform grade to the present surface of
 the road at 75 feet from the center of the track. Art. 13
 Described as The County road in Shallow leading from
 Shallow Center to Jenkinsville near the house of Mark J.
 Houtch may be crossed at grade by cutting down the
 road to a level with the top of the rails for a distance
 of ten feet on each side of the center of the track, then
 ascending on each side of the track to the present surface
 of the road in a distance of 100 feet on the Southwly side
 and 175 feet on the Northwly side of the track. Art. 14
 no action taken under this petition. Art. 15 Described as a
 Town or County road in Springfield leading from the
 Five Mile Square to Chicago Mills near the house of
 Abraham Lynch may be crossed at grade by cutting down
 the road to a level with the top of the rails for a distance of
 ten feet on each side of the center of the track, and then
 ascending regularly to the present surface of the road in a
 distance of 400 feet on the Westwly side and 150 feet on the
 Eastwly side of the track. Art. 16 Described as a Factory Street
 in Springfield on the farm of Col. J. M. Thompson, may be
 crossed by carrying the railroad under the street and support-
 ing the street by a suitable bridge 25 feet above the present
 grade of the street and descending on each side of said
 bridge to the present grade of the street in a distance of 200
 feet on the Northwly side and 300 feet on the Southwly side
 of the center of the track. Art. 14 and 15 no action taken
 under this petition. And now it is ordered that the Springfield
 Athol and Northeastern Railroad Company cause the roads
 above which are within the limits of the town of Palmer
 to be graded the City of Springfield to be erected made and completed
 in the most faithful and workmanlike manner and as follows
 to wit: The said roads must be thoroughly ploughed where
 ploughing is practicable and be thoroughly cleared of stones
 stumps and roots. The top soil when it is unsuitable for making
 a hard and permanent road must be removed out of the track's
 way or may be used in embankment if it be so placed as not
 to be within twelve inches of the surface of the road when finished.

When the materials within the travel part of the road are unsuitable for making a hard and durable road and the subsoil under the same is of a loamy or clayey character, a top covering of at least twelve inches of good gravel or some other good material like best that can be obtained in the vicinity whether within or without the location of the road will be required over the whole width of 18 feet for the traveled part of the road. When the subsoil is hard the said traveled part of the road after being properly graded must be uniformly covered over its whole width with a coat of loam four inches thick and afterward with a top covering of eight inches of good gravel or some other good material spread evenly over its whole surface. Dried road must be judiciously crowned from the exterior of the sides of the traveled part thus of its center to the height of 4 inches. And the traveled part thereof must be worked to the width of 18 feet exclusive of the side slopes and of the ditches, so that teams and teams may pass with safety and convenience over any and every part of the 18 feet aforesaid. The said traveled part of the road must be worked in the center of and parallel to its location without any regard to the additional matter laid out for materials in constructing the road except near its angles which must be judiciously rounded so as to render its turnings as gradual and easy as practicable. In grading the road care must be taken to avoid unnecessary undulations and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches when they are needed must be constructed entirely without the traveled part of the road 18 feet as aforesaid and must be made by sloping from the center line of the traveled part of the said road two and a half feet at an angle of twenty four degrees or two and one half feet slope to one foot rise to be measured horizontally with the base or chord line of the crown of the road. They must be worked parallel with the center line of the traveled part of the road without unnecessary curvatures in their direction and must gradually descend with a smooth even surface in the direction of the road towards the point of discharge in such a manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment and is liable from its weight to settle or sink through the mud, the side ditches in no instance be allowed. On the side of hills where the road is made partly by embankment and partly by

excavations the road must be covered in manner before mentioned from the edge of the vertical slope of the ditch on the uphill side to the center and from thence to the center on the downhill side must be made nearly as quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees; where the material is loose gravel or sand this angle must not exceed thirty degrees, from a horizontal line or two feet slope to one foot rise. Said road must be firmly and substantially railed where railing is necessary for the safety and convenience of the traveler. The railing must consist of straight handsome Chestnut poles not less than any part three feet inches in diameter and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter. And imbedded in the earth or embankment not less than three feet and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well laid stone walls, stone two feet high above the face of the road and not less than eight inches in diameter at their base may be substituted for the stone posts aforesaid. The joinings or splittings of said railing must be made on the summit or top of some one of the stone supports aforesaid by chamfering the joining ends of each of said poles or posts at least one foot in height in such manner that the chamfered faces will fit and lie close together with the iron bolt aforesaid passing directly through the center of said joining & splitting as a stone wall built in a substantial and workmanlike manner two and a half feet high above the face of the road not less than two feet thickness at its base and fifteen inches at its top and placed on a good bank wall may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be wide sufficiently wide to allow the posts which support said railing to be firmly and permanently placed in the embankment with the center of each thereof not less than 3 feet within the edge of the slope of the embankment and without in any manner disturbing or interfering with said 18 feet for the traveled part of the road. Where the sides of embankments are constructed or secured with substantial well laid stone walls instead of the

each slope being maintained (and when the materials can be obtained at a reasonable expense, this kind of structure will be required) said walls must be built back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular the road must be widened to one greater width than twenty four feet on the top or face of the embankment to furnish a firm support to the railing and the twenty feet clear of all obstructions for the travel part of the road as usual. Whenever a bridge is covered with plank the top of the plank must be at grade and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels or other passage to and from said bridge. All bridges must be made twenty feet long measured at right angles with the direction of the road and be substantially and properly nailed to the height of three feet and to the width of not less than 19 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge and be measured in the same manner with good firm straight stone sides or abutments not less than four feet apart and three inches high and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be covered nine inches in addition. The owner of land over which said road is located retains the legal right to construct cattle culverts or farm bridges across and underneath the road for their accommodation and convenience provided they do not thereby increase the ascent or descent in the grading of the road as hereafter described & construct said culverts or bridges in manner prescribed for the bridges and the said culverts when placed in position for use after be maintained by such owners their heirs or assigns in good repair and in such condition as to render them safe and convenient for the travel, for grading the road as usual care must be taken in front of any dwelling house or other building where an excavation is required to leave the side bank thereof nearest said building in the best shape for placing in a bank wall if the owner of said building shall so elect otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances.

there provided however where such passage may be made safe and convenient by sloping as aforesaid. Culverts shall be constructed for that purpose. A fence or embankment adjacent in front of a dwelling house or other building it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the risk of passing. For in such case no passing can be allowed. And in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or reared beside the proposed traveled way by the owners of land over which such location is made whether for the fruits they yield or the shade and ornament they furnish to the farms adjacent are not to be removed or injured, unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing intersecting or connecting with the proposed road be so raised or lowered and so widened at the points of their said crossings intersections or connections therein as to render them perfectly safe and convenient for the traffic. And it is further ordered that the grading of the roads aforesaid which are within the town aforesaid be so worked as not in any place to exceed the angle of ascent or descent from a horizontal line hereafter mentioned. The grade pins are all placed in the center of the location and all driven down to meet the surface of the earth and the summits or tops of said pins are the points of advertisement for ascertaining the amount of excavation or embankment. The summits or tops of those pins that are at grade in connection with the line of inclination represent the base of the traveled part of the road and the crowning of 10 inches required by this order is in all cases to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered have a stake driven by the side of them bearing the same number as the side stake opposite said grade pins and accompanying stake. The advertisement is given in feet and the oblique parts of a foot. And said grading is as follows to-wit: All of said work having been performed as hereinbefore ordered except that upon the new road specified as above. It is ordered that all of said roads be and are hereby accepted as town and county roads except

December 1st 1873

Said said Springfield, White and Northeastern Railroad Company are hereby ordered to complete said R.R. according to the specifications before given and before the first day of January and it is further ordered that all expenses attending all repairs, said changes of location & grades and all damages arising in any manner therefrom shall be borne by the said Springfield, White and Northeastern Railroad Company

Wm. H. Sprague
J. D. Morris Esq. Clerk
Harrison Dickey

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered it is ordered that the roads established as and for public highways

To the County Commissioners of the County of Hampshire Massachusetts
An undersigned legal voter of Southwick respectfully represents that the road leading from Southwick to Granville viz that portion of the same between the houses of J. T. Webb and Chauncy E. Kent is very badly and in the winter so constantly obstructed by snow drifts as to render it impassable many times for weeks. We therefore request that you will view said road and make such alterations in the location of said road as to your board may seem proper
Southwick Dec 30, 1873

Joseph Rockwell
Pet for alteration of highway
in Southwick
On

Joseph H. Rockwell et al

The foregoing petition was entered at a regular adjourned meeting of the County Commissioners holden at Springfield within and for the County of Hampshire on the 26th day of May in the year of our Lord one thousand eight hundred and seventy three at which meeting the Commissioners during a view of the premises expedient appointed Monday the first day of September there next and nine o'clock in the forenoon at the dwelling house of C. E. Kent in Southwick as the time and place for viewing the premises and caused a copy of said petition to be served upon the Clerk of the Town of Southwick being the town within which such alterations and location we praye thirty days at least before the time appointed for said view and also caused abstracts of said

petition. Whereupon the petitioner should be posted in
 two public places in said town. And also gave notice to all
 persons interested by causing a copy of said petition to be published
 three weeks successively in the Western Hampshire County news-
 paper published in said County said posting and the last
 publication of said copy having been fourteen days at least
 before the term appointed for said view. And before said view
 was had said Commissioners gave notice in like manner
 as described in the foregoing notice of the petition to all
 persons interested of the time and place for commencing
 said view. And on the said first day of September the
 Commissioners met at the time and place appointed and
 proceeded to view the premises and having viewed the
 same the Commissioners then determined to pass the warrant
 at the term of said view and having heard the parties said Com-
 missioners then proceeded to adjourn the further consideration of the
 matter to the next regular adjourned meeting of the Commissioners
 at the Court House and from meeting to meeting to Tuesday the
 twentieth day of November then met at which time and place
 said Commissioners proceeded to consider the prayer of said
 petition and after due consideration said Commissioners did
 adjudge that Common Council and necessity require that
 the prayer of said petition should be granted. And after adjourn-
 ing as aforesaid said Commissioners appointed Tuesday
 the fifth day of May then next and ten o'clock in the forenoon
 at the house of Oliver Root in said Southwick as the time
 and place where and where they would meet and proceed
 to locate said highway and the said Commissioners having given
 notice of the adjournment and the time and place appointed
 for locating as aforesaid in the same manner as the notice
 and publication was given and made and as is by law in such
 case made and provided before proceeding to view except publi-
 cing an abstract of said petition instead of a copy thereof on the
 said fifth day of May said Commissioners met and proceeded to
 adjourn to the next regular adjourned meeting of the Commis-
 sioners and from meeting to meeting to Wednesday the twentieth
 day of December A.D. 1848 when said Commissioners met and proceed-
 ed to locate said highway as follows to wit: Commencing at a
 stone monument ^{standing} on the southerly side of the Southwick &
 Granville road and on the westerly side of the Root Brook
 then running on the southerly side of the location south

eighty three degrees West nearly one foot to a stone. Then South
 fifty six and five eighths degrees West one hundred and sixty four feet
 to a stone. Then South twenty seven and a quarter degrees West
 three hundred and eight feet to the center of a marked white Oak
 tree thus far the highway embraces all the land lying between the
 line of run and the West side of the old road being fifty five
 feet wide at the end of the last Course and distance. Then South
 twenty three and a half degrees West one hundred and forty two
 feet to a stone the highway for the last Course and distance is
 fifty five feet wide at the Commencement and widens to sixty
 eight feet at the end. Then North eighty nine and one third
 degrees West four hundred and thirteen feet to a stone the highway
 for this Course and distance is fifty eight feet wide at the
 Commencement and narrows to fifty five feet wide at the end
 thus far the location is over the old road and land of Leah J.
 Webb. Then running in the center of the location South forty
 seven and three quarters degrees West one hundred and two feet
 to a point in the center opposite a stone monument. Then South
 forty and a half degrees West five hundred feet to a point about
 two feet from the Eastern side of the road passing the house
 of David Hunter the highway for this Course and distance
 is over land of Leah J. Webb and Oliver Root. Then South
 twenty one and a half degrees West one hundred and forty
 eight feet two thirds of the width of this Course and distance
 is over the old road but the balance is over J. J. Webb's land.
 Then South thirty five and a quarter degrees West two hundred
 and one feet about one half of this Course and distance is over
 the old road and the balance is over lands of David Hunter
 and J. Webb and the balance of this location is over lands
 of David Hunter, Albert C. Webb and John Mason. Then
 South sixty degrees West seven hundred feet. Then South eighty
 eight and two thirds degrees West four hundred feet. Then
 North twenty four and four thirds degrees West three hundred
 feet. Then North eighty two degrees West three hundred feet
 Then North fifty four and five sixths degrees West fifty feet.
 Then North thirty nine and two thirds degrees West one hundred
 and twenty feet and a half feet. Then North twenty six and
 one sixth degrees West three hundred and seventeen feet.
 Then South eighty three and a half degrees West three hun-
 dred and twelve feet. Then North eighty two degrees West
 three hundred feet. Then North sixty six degrees West five

measured and nearly eight and a half feet to a point in the center of the location separating Stone monument on the southerly side of the above said Southwick and Granville road from the point of leaving the old road near the Distillery of Oliver Wood, where the turning of the center of the line commences to the North by connections with the old road the monument is set upon the southerly or right hand side of the highway and the same is located fifty feet wide.

The variation of the Middle is 9° 31' West

And now it is ordered that the said town of Southwick cause the road aforesaid which is within the limits of the said town of Southwick to be worked made and completed in the most faithful and workmanlike manner and as follows to wit: The said road must be thoroughly ploughed when ploughing is practicable and be thoroughly cleared of stones stumps and roots. The top soil must be removed out of the traveled way or may be used in embankment if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for creating a hard and durable road and the subsoil under the surface is of a loamy or clayey character a top covering of at least 12 inches of good gravel or some other good material the best that can be obtained in the vicinity whether within or without the location of the road will be required over the whole width of 12 feet for the traveled part of the road. Where the subsoil is sand the same traveled part of the road after being properly graded must be uniformly covered over its whole width with a coat of loam four inches thick and afterwards with a top covering of eight inches of good gravel or some other good material spread evenly over its whole surface. Said road must be judiciously crowned from the center of the sides of the traveled part thereof to its center to the height of 3 inches and the traveled part thereof must be worked to the width of 12 feet exclusive of the side slopes and of the ditches so that carriages and teams may pass with safety and convenience over any and every part of the 12 feet aforesaid. Two thirds of the width of the said traveled part of the road must be worked southward of the center parallel to its location without any regard to the additional width laid out for materials in constructing the

December 1884

road except near its mouth which must be judiciously
excavated to its bed to render its drainage as gradual and easy as
practicable. In grading the road care must be taken to avoid
unnecessary undulations and in no instance can a depth
of more than six inches in the direction of the road be allowed of
greater magnitude than is hereafter mentioned. The side
ditches where they are needed must be constructed entirely
without the finished portion of the road of 17 feet as a minimum
and must be made by sloping from the exterior line of the
travelled part of said road two and a half feet at an angle of
twenty four degrees or two and one half feet slope to one
foot rise for the maximum horizontally with the base on
should line of the crown of the road. They must be worked
parallel with the centre line of the travelled part of the road
without unnecessary curvatures in their direction and
must gradually descend with a smooth even surface in the
direction of the road towards the point of discharge in
such manner that no water can permanently stand by
the road side. Over swamps or meadow land where the
road is made by embankment and is liable from its
weight to settle or sink through the mud, the side ditch
will in no instance be allowed. On the side of hills
where the road is made partly by embankment and partly
by excavation the road must be crowned in manner before
mentioned from the edge of the interior slope of the ditch
on the uphill side to the centre and from thence to the
exterior or down hill side must be made nearly or quite
level. All sides of excavations or embankments where the
materials are of a loamy or adhesive character must be
made at an angle not exceeding forty five degrees, where
the materials are loose gravel or sand the angle must not
exceed thirty degrees from a horizontal line or two feet slope
to one foot rise. Said road must be firmly and substantially
railed, where railing is necessary for the safety and convenience
of the traveler, the railing must consist of straight handsome
chestnut poles not less in any part than six inches in
diameter and be securely fastened with iron bolts to stone
or chestnut posts two feet high above the face of the road
not less than eight inches in diameter and embedded in
the earth or embankment not less than three feet and not
more than twelve feet distant from each other from centre

to center. When the sides of embankments are constructed, or covered with substantial well laid stone walls stones five feet high above the face of the road and not less than eighteen inches in diameter at their base may be substituted for the stone walls aforesaid. All joinings or splittings of said railing must be made on the summit or top of some one of the stone supports aforesaid by chamfering the joining ends of each of said poles or joists at least one foot in length in such manner that the chamfered faces will fit ^{and be} close together with the iron bolt aforesaid passing directly through the center of said joining or splitting. On a stone wall built in a substantial and workmanlike manner two and a half feet high above the face of the road not less than two feet in thickness at its base and fifteen inches at its top and placed on a good bank wall may be substituted for the railing aforesaid. In all places where it is necessary to have railing at the road if so constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing to be firmly and permanently placed in the embankment with the interior or inside thereof not less than 2 feet within the edge of the slope of the embankment and without in any manner obstructing or interfering with said 17 feet for the travel part of the road. When the sides of embankments are constructed or covered with substantial well laid stone walls instead of the earth slopes before mentioned and where the materials can be obtained at a reasonable expense, this kind of structure will be required. Said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular to the road and be worked to no greater width than twenty four feet on the top or face of the embankment to furnish a firm support to the railing and the twenty feet clear of all obstructions for the travel part of the road as aforesaid. All bridges must be constructed with substantial well laid stone abutments and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material and a crowning of the road of 12 inches in addition except the span of the arch or arches of a bridge each exceed three feet in the clear when it may be covered with good chestnut or white

and then such planks. Whenever a bridge is covered with plank the top of the plank must be at grade and a thick of blacked timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels or other pressure to and from said bridge. Sides will be required at all points on the highway whenever it may appear to be necessary to connect the water from one side of the road bed to the other and in all wet or spongy places which may require draining. All bridges must be made twenty feet long measured at right angles with the direction of the road and be substantially and properly raised to the height of three feet and to the width of not less than 12 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge and be measured in the same manner with good firm straight stone sides or abutments not less than two feet apart and 18 inches high and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material and the road over said sluiceways must be crowned 12 inches in addition. The owners of land over which said road is located retain the legal right to construct cattle culverts or farm bridges across and underneath the road for their accommodation and convenience provided they do not thereby increase the ascent or descent in the grading of the road as hereafter described and construct said culverts or bridges in manner prescribed for the bridge and the said culverts when placed in must forever after be maintained by such owners their heirs or assigns in good repair and in such condition as to render them safe and convenient for the travel. In grading the road wherever one must be used in front of any dwelling house or other building where an excavation is required to leave the side bank thereof nearest said building in the best shape for placing in a bank wall if the owner of said building shall so elect otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto provided however when such passageways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose whenever an

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embankment is directed in front of a dwelling house or other building, it must be constructed and sloped on that side of the traveled way, must said building in such a manner as to render the road safe without the aid of railing (for in such case no railing can be allowed). And in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they give or the shade and ornament they furnish to the farms adjacent are not to be removed or injured unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads, ^{existing} intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings intersections or connections thorough as to render them perfectly safe and convenient for the traveler. And it is further ordered that the grading of the road aforesaid which is within the town of Southwick be so worked as not in any place to exceed the angle of ascent or descent from a horizontal line hereafter mentioned. The grade pins are all placed in the center of the location, an all driven down to meet the surface of the earth and the summits or tops of said pins are the points of admeasurement for ascertaining the amount of excavation or embankment. The summits or tops of those pins that are at grade in connection with the line of inclination represent the base of the traveled part of the road and the crowning of twelve inches required by this order are in all cases to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered, and have a stake driven by the side of them bearing the same number as the side stake opposite said grade pins and accompanying stake. The admeasurement is given in feet & the decimal parts of a foot. And said grading is as follows to wit: At Sta. 1 grade. At Sta. 2 grade. At Sta. 3 cut 3 feet. At Sta. 4 cut 3 feet from station to a point in the old road bed fifty feet east of Sta. 3 the grade is not to exceed 3° 30' higher. From station 5 to 12 the grade is to be the same as the present road bed. At station 13 1/2 grade. At station 14 1/2

At Sta 23 5 feet At Sta 24 20 31 32 grade At Sta 23 5 feet
 At Sta 24 33 34 grade At Sta 25 5 feet At Sta 26 35 36
 grade At Sta 27 5 feet At Sta 28 5 feet At Stations 32 33 34
 35 36 grade and from Station 36 to the end of the location all
 of the stations must grade And the inclinations are to be as
 follows from Station 1 to 3 4' 15" ascending from Sta
 3 to 4 20' from Stations 4 to 8 not to exceed 3' 30" descending
 from Stations 8 to 12 the same as the present grade from Sta
 13 to 14 3' 15" from Sta 14 to 17 2' 30" from Sta 17 to 18 3' 30" from
 Sta 18 to 19 4' 5" from Sta 19 to 21 3' 30" from Sta 21 to 22 2' 30"
 from Sta 22 to 24 3' from Sta 24 to 25 3' 15" from Sta 25 to 26 3' 15" from Sta 26 to 27 3' 15" from
 Sta 27 to 28 3' 15" from Sta 28 to 29 3' 15" from Sta 29 to 30 3' 15"
 from Sta 30 to 31 3' from Sta 31 to 32 4' 30" from Sta 32 to 33
 5' from Sta 33 to 34 4' 15" from Sta 34 to 35 4' from Sta
 35 to 36 3' 30" from Sta 36 to 37 3' 15" from Sta 37 to 38 4' from
 Sta 38 to the end of the location the grade is to be uniform from
 Station to Station and no part of any grade is to exceed 2' 15"
 And all grade from Station 12 are to be ascending

The County Commissioners having heard all persons
 and Corporations interested in relation to the question of
 damages who expressed a desire to be heard thereon Considered
 and adjudge that the sum of Five dollars be paid
 to Oliver Root

\$5.00

And the sum of one hundred and fifteen dollars
 be paid to Sarah J. Webb

115.00

And the sum of four hundred and five dollars
 be paid to David Hunter

405.00

And the sum of three hundred and five dollars
 be paid to Allen S. Webb

305.00

And the sum of one hundred and twenty five dollars
 be paid to John Mason

125.00

All in full compensation for all damages they will sustain
 in consequence of the proposed location of a highway
 No other persons or Corporations in the opinion of the
 Commissioners being entitled to damages therefore none are
 awarded

The owners of land over which the foregoing location of
 highway is made are allowed until the first day of May A.D.
 1875 to remove their timber trees and fences therefrom

And it is further ordered by the County Commissioners that the Town of Southwick cause the foregoing construction and repairing of highway to be made and completed in accordance with the foregoing order and to the acceptance of the County Commissioners on or before the first day of September 1875

Wm. M. Lewis

J. D. Loomis

Leicester Sibby

Geo. Cornish

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered is accepted and the road established as and for a public highway

Wm. M. Lewis
J. D. Loomis
Leicester Sibby
Geo. Cornish
to take land and
damages vs
Jas. M. Thompson
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To the Honorable County Commissioners in and for the County of Hampshire, Commonwealth of Massachusetts

Respectfully represents the Springfield & Worcester Railroad Company that for the purpose of constructing and maintaining their Railroad they deem it necessary to take land in Springfield in said County owned by Jas. M. Thompson and lying outside of two rods wide as follows: Viz. beginning at the Eastern end of the premises by the Western side of Factory Street, thence location at this point being five rods in width and the premises asked for consisting of a strip on each side of said location running Westward and widening regularly on each side from a point on said Factory Street to a width of one and one half rods on each side at Railroad Station No. 1 (the entire width at this point being 8 rods) thence continuing Westward and lying one and one half rods wide on each side of said location (and having a total width of 8 rods) to Railroad Station No. 2 thence continuing Westward and lying one and one half rods wide on the Southern side of said location and narrowing regularly to a point on the Northern side thereof to Railroad Station No. 3 (the total width at this point being 6 rods) thence continuing Westward and lying one half rods in width on the Southern side of said location (and having a total width of 6 rods) to land of Phelps and Watson said strips containing about one acre and eighteen rods. Wherefore your petitioners request that after due notice given you will view said premises and view

Richmond said Springfield, White and Northeastern Railroad Company to take the same. And your petitioners further request that if you grant them the petition which you give them you should said Thompson such compensation for the damage occasioned by taking said land as in your opinion shall be just and proper.

Springfield, White & N.E. R.R. Co.

Wm. By (Wm. Phelps President)

Springfield May 24 1873

Whereas the foregoing petition the County Commissioners having caused due notice to be given of the time and place where and when they would meet to view the premises and hear the parties met at the Court House on Tuesday the twenty fourth day of June and by adjournment on Tuesday the fifth day of January A.D. 1875. And now having viewed the premises and heard the parties after due consideration said Commissioners do adjudge that said Rail Road Company be authorized to take the parcel of land as prayed for in said petition to wit: beginning at the Eastern end of the premises by the Western side of Factory Street, thence location at this point being four rods in width and the premises asked for consisting of a strip on each side of said location widening Westward and widening regularly on each side from a point on said Factory Street to a width of one and one half rods on each side at Railroad Station 801 (the entire width at this point being 8 rods) thence continuing Westward and being one and one half rods wide on each side of said location and having a total width of 8 rods to Railroad Station 802 thence continuing Westward and being one and one half rods wide on the Southern side of said location and narrowing regularly to a point on the Northern side thereof to Railroad Station 803 (the total width at this point being 6 rods) thence continuing Westward one and one half rods in width on the Southern side of said location and having a total width of 6 rods to land of Phelps and Watson said strip containing about one acre & eight rods.

Wm. H. Lewis

Lawson Silby

Be Record

Mr. Thompson
Petitioner for Aft. Damages

Spf. 2. 1873
No. 10. 1873
Mo.

In the Honorable the County Commissioners of Hampshire County

Respectfully represents your petitioner James M. Thompson of Springfield, Hampshire County, Vermont, that he is the owner of a certain tract of land situated Southwesterly of land of the Boston and Albany Rail Road, and bounded Westerly by land of Henry Phelps and other and on the East by land of the heirs of Peter Watkins. Also of another tract situated in said Springfield Southwesterly of the Boston and Albany Rail Road and bounded Westerly by land of Luther Clark Westerly by land of James R. Phelps. That the Springfield, Ashut & Northampton Rail Road Company under the name of the Ashut & Enfield Rail Road Company a corporation established by law and having a usual place of business in Springfield in said County have located and established their Rail Road over and upon the said two tracts of land of your petitioner and taken a portion thereof for the use of their Railroad as will appear by the plan of the location of said Road now on file in the office of the Clerk of Courts for Hampshire County. And your petitioner alleges that he has sustained damages by reason of the location of said Rail Road over and upon his land as aforesaid and the taking of the same for the use of said Rail Road. Wherefore he prays that after due proceedings had in the premises your Honorable body will proceed to estimate and determine the amount of damages sustained by him as aforesaid in accordance to the provisions of the Statute in such cases made and provided.

J. M. Thompson

Dated Springfield Spd. 17th 1873

The foregoing petition was entered at a regular adjourned session of the County Commissioners holden on the fourteenth day of May 1873. At which meeting the Commissioners appointed a time and place to give the parties and due notice of the same to be given. And on the twenty fourth day of June in the year last aforesaid the Commissioners met the parties by their Attorneys & answers to said the Petitioner by his Attorney Leonard Wells and the Respondent by its Attorney

Princeton, N. J.

Her submission that the said company should, from making to meeting to this meeting and after viewing the premises and hearing of all parties interested and Commissioners to award and determine that the said Springfield Shot and Northwestern Rail Road Company shall pay to the said James H. Thompson the sum of Seven thousand dollars which shall be in full compensation for all damages.

Wm. H. Lewis } Les Comtes
J. D. Harris }
Lawrence Sibley }

To the County Commissioners of Hampshire County

J. Mc Thompson Pkts
for security for damages

Respectfully represents your petitioner James M. Thompson of Springfield Hampshire County aforesaid that he has this day filed his petition asking your Honorable Board of the N. E. & S. E. R. R. Co. to estimate the damages occasioned him by the taking of his land for its Rail Road by the Springfield & North Eastern Rail Road Company being a corporation having a usual place of business in said Springfield as it more fully set out in said petition to which reference may be made. Wherefore your petitioner prays that said Company may be required by your Honorable Board to give Security for the payment of any damages which may be awarded to him by this Board or by a jury summoned for that purpose.

Dated Springfield April

Wm. Thompson

Upon the foregoing petition of James Mc. Thompson the
said Springfield, Mass. and Northeastern Rail Road Company
having served no notice. The County Commissioners
met at the Court House in Springfield on Saturday the
twenty fourth day of May in the year of our Lord and
thousand eight hundred and seventy three for the purpose
of hearing the parties. And after having fully considered
the matter said Commissioners acquiesce that the said
Springfield, Mass. & Northeastern Rail Road Company
gives the said James Mc. Thompson a good and sufficient
bond to the satisfaction of the County Commissioners

in the sum of thirty thousand dollars for the payment of all damages and costs which may be awarded by them & a jury for the land or property taken. And this petition was continued from meeting to meeting to this meeting. And now serves bond as filed and approved by said Commissioners

For Mr. Lewis
J. R. Townley. J. R. Townley
J. D. Lewis

For Mr. Lewis
In award of damages
J. R. Townley
J. D. Lewis

To the Honorable County Commissioners of Hampden County respectfully represents your petitioners William Mottison and Henry B. Phelps that they are the owners of a certain parcel of land situated in said Springfield bounded on the West by land of the Hampden Point and Abenueat Works and on the East by land of James M. Thompson and extending from the front of the Boston and Albany Rail Road Company on the North to Northampton Street on the South. That the Springfield Athol and North Eastern Rail Road Company a railroad corporation organized under the laws of this Commonwealth have taken a portion of said land as shown upon the plan hereto annexed and made a part of this petition for the uses of their road. And your petitioners are that they are damaged by the taking of their said land as aforesaid and ask your Honorable body after due proceedings had in the premises to estimate determine and award the damages sustained by them as aforesaid. And your petitioners further are that their said land a portion of which is taken by said rail road as aforesaid is subject to a mortgage to secure the sum of \$5000 to the Springfield Institution for Savings a corporation having a well known place of business in Springfield in the County of Hampden. Wherefore your petitioners pray that an order in due form of law may be made upon said Mortgage to the end that they may appear and become parties to the hearing

William Mottison
H. B. Phelps

Dec 1st 1884

The foregoing petition was entered at a regular adjourned meeting of the County Commissioners holden at Springfield within and for said County on the twenty fourth day of June A.D. 1884. At which meeting the petitioners appeared by their attorneys Edward Wells and the respondent appeared by its attorney Thoms Whannelton and both parties waiving notice, and said petition was continued to the regular adjourned meeting of the County Commissioners holden on the thirtieth day of November in the year last aforesaid when the Commissioners met the parties by their said attorneys and witnesses and said petition was continued from meeting to meeting to this meeting and after viewing the premises and hearing of all parties interested said Commissioners do award and determine that the said Springfield and Northern Railroad Company shall pay to the said William Holbrook and Henry M. Phelps the sum of three thousand dollars which shall be in full compensation for all damages they will sustain in consequence of the taking of this said land.

Wm. M. Lewis
J. O. Morris Sec. Comm.
Ernest D. Dibley

To the Honorable the County Commissioners of the County of Hampden

The undersigned Selectmen of the Town of Westfield in said County respectfully represent that there is in said Town of Westfield a certain Public Highway leading from the Great So called to Little River Iron Bridge and known as Main Street that said Highway is crossed by the Railroad of the New River and Northampton Company and that owing to the amount of travel on said Highway the frequent passing of Locomotive Engines and trains of Cars on said Rail Road across said Highway and the difficulty of observing the approach of trains of Cars towards said Highway by persons traveling thereon said Selectmen are of the opinion and have decided that the safety of the public would be more effectually secured by the stationing of a flagman at the Main Street Highway

Selectmen of Westfield
John P. L. L. L. L. L.
at the point crossing of
the N. H. & N. H. R. Co.
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where said Rail Road crosses the river and the have requested
 since New Haven & Northampton Company in writing to Station
 a flagman at said Crossing of said highway by said Rail Road
 and should display a flag whenever a locomotive engine
 or train of Cars pass through a copy of which said request
 and the officers return thereon is hereto annexed. And
 your petitioners further represent that said request in
 writing was signed and sent New Haven and Northampton
 Company on the 1st day of February now last past that
 said New Haven & Northampton Company have neglected
 and refused from said last named day to the present
 time and still neglect and refuse to station a flagman
 at said Crossing by said railroad of said highway at
 said Abington as requested in said writing.

And your petitioners further represent that the safety of
 the public demands the stationing of such flagman at
 said Crossing - they therefore respectfully request your honorable
 board to decide upon the reasonableness of their request
 to said New Haven and Northampton Company for the
 stationing of such flagman at said Crossing and that
 you do and would give the notice and fix upon a time
 and place for the hearing of the parties required by
 law in such cases - and take such other and further action
 on the premises as may by you be deemed just & proper.

Westfield June 4th 1873

Delemon of Westfield

The foregoing petition was introduced at a regular adjourned
 meeting of the County Commissioners begun and holden at
 Springfield within and for the County of Hampden on the
 second day of August in the year of our Lord one thousand,
 eight hundred and seventy three. And said petition was
 continued from meeting to meeting to this meeting and
 now it is ordered that the prayer of said petition be
 granted.

Delemon of Westfield
 Petitioner at
 Elton H. Bishop in
 Westfield 36

To the Honorable the County Commissioners of the County
 of Hampden

The undersigned Delemon of the town of West-
 field in said County respectfully represent that there is in

Said Town of Deerfield a public highway leading from
the River so called to Great River Bridge and thence as
Elm Street that said highway is crossed by the Railroad
of the New Haven and Northampton Company, and that
owing to the amount of travel on said highway the
constant passing of Locomotive Engines and Trains of
Cars on said Railroad across said highway with the
difficulty in seeing the approach of trains of Cars towards
said highway from either direction by persons traveling
thereon said Deacons and the petitioners and have so
decided that the safety of the public would be more
effectually secured by the stationing of a flag man at the
Elm Street highway where said Railroad crosses the same
and have petitioned said New Haven & Northampton
Company to station a flag man at said
crossing of said highway at said Elm Street by said
Railroad who should display a flag whenever a Locomotive
Engine or Train of Cars passes that a copy of which
said request & the officers return thereon is hereto annexed
(and your petitioners further represent that said request
in writing was served upon said New Haven and
Northampton Company on the seventeenth day of
February now last past that said Company
have refused and neglected from said last named
day to the present time and still neglect and refuse
to station a flag man at said crossing by said Rail
Road of said highway at said Elm Street as requested
in said writing. And your petitioners further represent
that the safety of the public demands the stationing of
such flag man at said crossing. They therefore respectfully
request your honorable board to decide upon the
reasonableness of their request to said New Haven and
Northampton Company for the stationing of such
flag man at said crossing and that your board would
give the notice and fix upon the time and place
for the hearing of the parties required by law in such
cases and take such other and further action in
the premises as may by you be deemed just and
proper.

Attest June 5th 1878

Deacons of Deerfield

The foregoing petition was entered at a regular adjourned meeting of the County Commissioners held at Springfield within and for said County on the second day of August in the year of our Lord one thousand eight hundred and twenty three. And said petition was continued from meeting to meeting to this meeting and now it is ordered that the prayer of said petition be granted.

Lemuel Grants
Pet for a town way
in Westfield

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In the Hon. the County Commissioners for the County of

Hampden
Humbly shew Lemuel Grant Leonard Knapp
Merron Worthington Cornelius McCarty Patrick Kelley
Dennis Country William Harsett & David Burke inhabitants
of Westfield in said County that on the twentieth day of
May now last past Lemuel Grant Cornelius McCarty
William Harsett & others inhabitants of said town of Westfield
presented to the Selectmen of said town of Westfield a
petition requesting the said Selectmen to lay out a town
way in said town commencing at a point between
the dwelling houses of Lyman Lewis & Lemuel Grant
on the west side & extending Northwesterly thence
to a point between the dwelling houses of Merron
Worthington & Henry Saffitt on Mechanic Street in said
Westfield & that said Selectmen have unreasonably refused
to lay out said town way. Your
petitioners therefore pray that the County Commissioners
would be pleased after due proceedings had in the
premise to proceed to ascertain the place & course of the
way & cause the same to be laid out as a town way
July 30th 1873

Lemuel Grant & others

The foregoing petition was entered at a regular adjourned
meeting of the County Commissioners held at Springfield
within and for the County of Hampden on the second
day of August in the year of our Lord one thousand eight
hundred and twenty three. And said petition was continued
to the December meeting of said Commissioners in the year
last aforesaid at which meeting the Commissioners during
a recess of the premises adjourned appointed Tuesday the

twenty fourth day of March then met and two o'clock
 in the afternoon at the Court House in Westford at the
 time and place for giving the premises and caused a copy
 of said petition to be served upon the clerk of the town of West-
 ford being the town within which such townway is prayed
 for thirty days at least before the time appointed for said
 view and also caused abstracts of said petition containing
 the substance thereof to be posted in the public places in said
 town and also gave notice to all persons interested by causing
 a copy of said petition to be published three weeks success-
 ively in the Western Hampshire Times a newspaper published
 in said County said posting and the last publication of
 said copy having been fourteen days at least before the
 time appointed for said view and before said view was
 had said Commissioners gave notice in like manner as
 described in the foregoing notice of the petition to all
 persons interested of the time and place for commencing
 said view And on the said twenty fourth day of March
 the Commissioners met at the time and place appointed
 and proceeded to view the premises and having viewed the
 same the parties were heard and after hearing said
 Commissioners continued the further consideration of the
 same to the twentieth day of April then next and so
 from meeting to meeting until the twentieth day of June
 A.D. 1822 when the Commissioners then proceeded to
 further consider and adjudicate upon the prayer of said
 petition and after considering the same said Commissioners
 did there and then adjudge that the said Selectmen
 had unreasonably neglected and refused to lay out said
 town way and that Common Convenience and necessity
 require that the prayer of the petition be granted and after
 adjudicating as aforesaid said Commissioners appointed
 Monday the twentieth day of July then next and two
 o'clock in the afternoon at the Court House in said
 Westford at the time and place when and where they
 would meet and proceed to locate said townway
 and the said Commissioners having given notice of the
 adjudication and the time and place appointed for
 their meeting in the same manner as the notice and
 publication was given and made and as is by law so such
 case made and provided before proceeding to view except

publishing in abstract of said petition instead of a copy thereof on the said twentieth day of July next and proceeded to locate as follows. Commencing at the center of a post at the South West Corner of John Smith's House lot and on the North by line of Main Street and running North 15° 45' East 60 1/2 feet to a stone monument thence North 75° 30' West 32 1/2 feet to a stone in the easterly line of Mechanics Street. The above description is for the Easterly and Northerly side of said highway the width being 35 feet.

The variation of the "Fence" 9° 55' West and it is ordered by the County Commissioners that the large Elm tree standing on the Westerly side of the foregoing described location of horse way on land occupied by Lyman Lewis shall be allowed to stand during the life time of the same and that all other trees the removal of which shall not be rendered necessary by the public use or construction of the travel part of the road may be allowed to stand during the lifetime of such trees.

The County Commissioners having heard all persons & corporations interested in relation to the question of damages who expressed a desire to be heard thereon considered and adjudged that no persons or corporations in the opinion of the Commissioners are entitled to damages therefor from an award. The survey of land over which this location of horse way is made and allowed until the first day of May A.D. 1875 to remove their forces and trees therefrom.

Wm. H. Lewis

J. D. Lewis

Lawson Gibbs

Dec. 1874

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered is accepted and the horse way established as prayed for.

W. Parker & Co. Wm.
for a new highway location
between of highway in Middle

To the Honorable County Commissioners of the County of
Hampden

Respectfully represent the undersigned legal voters &
citizens of the Town of Watford in said County that the same

Commissioner's necessity requires that a new road should be
laid out and constructed in said Westfield from a point near
the House of Mrs Williams Cooke on Probasco Street in said
Westfield thence running in a North Easterly direction to Public
Square so called, thence in an Easterly direction across the Old
Haver & Northampton County and Rail Road Corporation
at a point near where the foot bridge across said Rail Road
now stands to North Elm Street, thence across said Elm Street
East to the West side of the way near the old Lawrence House
& house of John C. Buschman. Wherefore your petitioners
pray your Honor to view locate & order said highway
petitioners for construction as soon as may be & for such
further action in the premises as the public convenience
and necessity may require & to discontinue such part or
parts of the existing highway viz Probasco Street at said
new location may in the judgment of said Commissioners
render useful and unnecessary for the public travel.

Witness October 7th 1878

A. C. Parker & others

The foregoing petition was introduced at a regular adjourned
meeting of the County Commissioners held at Springfield
within and for the County of Hampshire on the twentieth
day of October in the year of our Lord one thousand eight
hundred and seventy three at which meeting the Commissioners
deeming a view of the premises expedient appointed Monday
the twenty fourth day of November them meet and then
select in the forenoon at the Foster House in Westfield
at the same and place for viewing the premises and
caused a copy of said petition to be served upon the Clerk
of the Town of Westfield and the New Haver & Northampton
Rail Road Company being the towns within which such
location is prayed for thirty days at least before the time
appointed for said view, and also caused abstracts of
said petition containing the substance thereof to be
posted in two public places in Westfield and also gave
notice to all persons interested by causing a copy of said
petition to be published three weeks successively in the
Western Hampshire Times a newspaper published in said
County said posting and the last publication of said copy
having been fourteen days at least before the time

appointed for said view, and before said view was had
 said Commissioners gave notice in like manner as described
 in the foregoing notice of the petition to all persons
 interested of the time and place for commencing said view
 (and on the said fourth day of December the
 Commissioners met at the time and place appointed
 and proceeded to view the premises and having viewed the
 premises and having viewed the same the parties were heard,
 and after the hearing said Commissioners continued the
 further consideration of the matter until the next regular
 adjourned meeting and so from meeting to meeting until
 the seventh day of February 1874 when the said Commis-
 sioners further considered the matter of said petition
 and did then and there adjudge that Common Convenience
 and necessity require that the prayer of the petition should be
 granted and after adjourning as aforesaid said Commissioners
 appointed Tuesday the twenty fourth day of March then met
 and nine o'clock in the forenoon at the Court House in
 said Westport at the time and place where and where they
 would meet and proceed to locate said highway and
 the said Commissioners having given notice of the adjourn-
 ment and the time and place appointed for said meeting
 in the same manner as the notice and publication was
 given and made and as it by law in such case made and
 provided before proceeding to view (except publishing an
 abstract of said petition instead of a copy thereof) on the said
 twenty fourth day of March met and proceeded to adjourn
 to the next regular adjourned meeting of the County Commis-
 sioners and from meeting to meeting to Monday the twenty eighth
 day of December 1874 when said Commissioners met and
 proceeded to locate said highway as follows to wit: Commencing
 at a point in the Western line of North Elm Street
 at Northern end of the range of the Southern side of various
 tobacco warehouses and in range of Northern side of an
 addition to the same tract the present place and running
 N. 42° 20' East making the included angle of the former
 course with the line of N. Elm St on the Southern side
 88° 37' ninety six and one half feet (96 1/2) to the Western line
 of said addition to said Warehouse thence at right angles
 to the last course Southernly 3 feet thence S. 42° 20' West
 about 200 1/2 ft to a stone monument. The above description

is for the southerly line of said highway. The width at the
 commencement of the road to Elm Street being thirty two
 and four tenths ft. (32.4) and running to a width of forty
 one and four tenths ft. (41.4) at the Easterly line of N. H. H. lot
 location now bounded & fifty nine 1/2 ft from commence-
 ment thence to the Easterly line of road now occupied as
 a highway the width is forty one and four tenths 41.4 ft. and
 a space of about 151 ft over N. H. tracks shall be bridged
 Also commencing at the stone monument at the end
 of last described course on the southerly side and running
 south 66° West about 173 feet to a point which is 53 ft
 Easterly of a stone monument located at right angles to
 last course and in Easterly line of Mrs. Jenkins house lot.
 The last course and distance is for the Easterly line of
 said road the width being 53 ft. Thence from the
 stone monument last described S. 77° 15' W. on said
 house lot 35 feet to a stone monument thence N. 74° 24'
 25 1/2 feet to a stone monument. The last described
 course is the same as the last described course of a description
 of location made by the County Commissioners July 21st
 1870 in the petition of A. C. Parker & others. The last two
 courses above described are for the westerly and northerly
 boundary of said road, the width being fifty feet.
 Also commencing at a stone monument on the northerly
 line of that part of the highway herein described which
 crosses lands of N. H. H. H. and in the Easterly line of
 road now occupied as a highway and about 338 ft from
 N. Elm St and running south thence 13° West about
 one hundred and fifty five ft 155 to a stone monument
 supposed to be on North Easterly line of old Montgomery
 Road. The last described course is for the Northerly line
 of the highway the width being 53 feet. ^{Variation of the needle 9° 30' West} And now it
 is ordered that the town of Westfield and the New
 Haven and Northampton (to cause the road aforesaid
 which is within the limits of the town of Westfield to be
 completed in the most faithful and workmanlike
 manner to wit the said New Haven & Northampton
 is to construct the masonry and superstructure of the
 bridge according to the following specifications and
 approved plans and the town of Westfield is to construct
 the remaining portion of the bridge part of the said

highway according to specifications and plans following
Specifications for Bridge Abutments Bridge Across
Crane Haven Northampton Co Lowell Road From South
Elm that cross land of Hanson and N. H. S. Co to
road now occupied as highway to be constructed by the
N. H. S. Co in accordance with the following order

Abutments and Piers for the support of a Bridge shall be
built of the form and dimensions shown by the accompanying
plan. The abutments shall be laid in regular course
of hydraulic cement of the best quality or grouted with the
same and well bonded throughout. All free stone shall have
at least one foot of even bed running into the wall of uniform
thickness. The corners shall be of split dimension stone with
hammer dressed beds and builds. The masonry shall be well
at the ends so as to be firmly connected with the ends of the
bank malls.

Piers. The Piers shall be of solid cut stone, the face stone
square and with hammer dressed joints beds and builds
with at least one fifth more bed than are well bonded
throughout laid in hydraulic cement of the best quality or
grouted with the same. Iron columns of sufficient strength
to answer the purpose of the masonry may be substituted
for the same. The abutments and Piers shall be so located
as not to interfere with the tracks of the N. H. S. Co and the span
will be very nearly as shown on plan for the center of roadway.
The foundations shall be carried to a sufficient depth to insure stability.
The plans may be changed with the consent of the County Commissioners

Bridge. A wooden bridge of the pattern shown as the
Board Trust of Span very nearly as shown on accompanying
plan or on Iron Bridge of such plan as shall be accepted
by the County Commissioners shall be built across the N. H.
S. Co and N. H. S. Co location as shown on plan. The bridge
shall be of such width as to allow for a roadway of twenty
feet in the clear and a sidewalk on the South side 5
feet wide in clear. The planking benches chick and the
ends securely boarded to prevent steam or smoke from
coming through. The grades of the Bridge shall be as
shown on accompanying plan. Any doubt as to the mean-
ing of these Specifications will be decided by the County
Commissioners. The whole of the above mentioned work

to be of the best quality of material of the several kinds specified and the work completed in a thorough and workmanlike manner to the acceptance of the County Commissioners. Specifications for constructing that part of the highway to be done by the town of Waltham in accordance with the foregoing order. Retaining walls. Retaining walls not less than four feet thick on top with a batter on the outside of one inch per foot shall be built on each side of the roadway from North Elm Street to the Eastern line of N. H. & W. R. R. location. The outer edge of the foundation shall be laid to the line of the highway as located by the County Commissioners. The foundations to be carried to a sufficient depth to prevent injury from frost and made secure against settling. The walls shall be of masonry or plastic stone of good size and free from cobbles. All stone shall have at least one fifth more for them used to chip or pinner upon which any stone shall depend for support shall be used in the face of the wall. The walls shall be well and thoroughly bonded throughout and laid in hydraulic cement of the best quality or greater with the same. All stone shall be free from dirt or other objectionable matter when laid. All face stone shall have at least one foot of worn bed running into the wall and of uniform thickness. If the masonry is grouted it shall be filled thoroughly in at least every three feet rise. The tops of the walls to be coped with suitable stone selected for that purpose with square joints and edges well bedded and shall extend across the wall and project on the other side not less than six (6) inches as shown on plan. That part of the coping projecting beyond the face of the wall shall be of uniform thickness with square edges in front. The coping of the south wall shall be so left as to make part of a sidewalk and shall be extended toward the center of the roadway so as to give a walk not less than 5 feet wide in the clear as shown on the plan. The Western end of the wall shall be firmly joined to the Bridge Abutment. That part of the Southern wall adjoining Samsons Building shall be so fitted to the building as to prevent the collection of leaves and snow between the Building and Wall. Earth filling. The filling between the walls shall be of

suitable material and carried upon even layers of not
 more than 9 inches of material and thoroughly
 rammed for a space of not less than five feet from
 each wall. No objectionable material of any kind shall be
 placed within 15 feet of the walls. The gutters shall be well
 and securely paved with suitable soap stone set into
 the top for a depth of 3 feet shall be of good grade carrying
 brought to grade and rounded 12 inches. The grade required
 to be the grade of the Center of Roadway and shall not
 exceed 1/2 of 1 degree. From Westly Street end of S. N.
 V. H. Co. Bridge to the Eastern line of road now occupied
 as a highway. A Bank of not less than 3 feet wide on top
 with slope on each side not less than 1 1/2 to 1 shall be made
 of material and as specified for the Eastern end of said road.
 Railing from North Elm Street to the Western end of
 Harrison Building 93's feet a good substantial tight
 board fence 4 ft high at N. Elm St. and 6 ft above
 grade at 93's St. shall be put on the North wall. The
 posts to be of wrought iron 10 inches diameter and placed
 not more than 8 ft from center to center and set as shown
 in plans. From Western end of building above mentioned to
 the Eastern end of Bridge a light board fence 6 ft above
 grade shall be put on each wall and connected with
 the sides of the bridge. A similar fence shall be built from
 the west end of the bridge to the Western line of R.R. location.
 Any doubt as to the meaning of these specifications will
 be decided by the County Commissioners or some competent
 person authorized to act for them. The whole of the
 above work shall be of the best material of the several
 kinds specified for the purpose for which it is used and
 the work completed in a thorough and workmanlike manner
 under the direction of a Competent Engineer or other person
 authorized to superintend the work. The work to be done
 to the acceptance of the County Commissioners.
 The County Commissioners having heard all persons and
 corporations interested in relation to the question of damages
 who appeared & being to be heard thereon considered that
 the sum of three thousand & nine hundred dollars
 be paid to William H. Krusen. \$3900.00
 And the sum of fifteen hundred dollars
 be paid to North & Niles. 1500.00

Com. to Highway 1874

And the sum of nine hundred dollars to
paid to Joseph S. Black

27.00

And the sum of one thousand dollars to
paid to Leonard V. Spence

1000.00

Then full compensation for all damages they will sustain
in consequence of the proposed location of highway

To other persons or Corporations in the opinion of the
Commissioners are entitled to damages therefor from which
they are protected

The owners of land over which the foregoing location of
highway is made are allowed until the first day of
April A.D. 1875 to remove their trees fences and buildings
therefrom

And it is ordered that the Town of Westfield and the
New Haven and Northampton Co. cause the foregoing
described highway to be made and completed in accor-
dance with the foregoing order and to the acceptance
of the County Commissioners on or before the first day
of September A.D. 1875

John H. Lewis

J. D. Rogers

Lawson Dibley

Res. Com. to
Highway

All of which by the report of said Commissioners filed
among the proceedings on the aforesaid petition fully
appears and now the said report being read and
considered is accepted and the road established as
and for a public highway

As the County Commissioners of the County of Hampshire

Selectmen of Westfield

The undersigned respectfully represent that the
North line of Park Street in West Springfield is crooked and
needs to be relocated and straightened. We therefore
pray that you would give said premises and relocate
and establish said highway as the public good may require
West Springfield May 16. 1874

File for relocation of
highway in West Spf.
57

Selectmen of West Springfield

The foregoing petition was entered at a regular adjourned
meeting of the County Commissioners begun and held at
at Springfield within and for said County on the

nineteenth day of May in the year of our Lord one thousand,
 eight hundred and twenty four. At which meeting the Commis-
 sioners during a view of the premises expedient appointed
 Monday the twenty second day of June then next and
 two o'clock in the afternoon at the Town Hall in West
 Springfield at the time and place for viewing the premises &
 caused a copy of said petition to be published in the City
 of the Town of West Springfield being the town within
 which such relocation is prayed for thirty days at least
 before the time appointed for said view and also caused
 abstracts of said petition containing the substance thereof to
 be posted in two public places in said town; and also gave
 notice to all persons interested by causing a copy of said
 petition to be published three weeks successively in the Springfield
 Daily Union a newspaper published in said County
 since passing and the last publication of said copy having
 been fourteen days at least before the time appointed for
 said view and before said view was had said Commissioners
 gave notice in like manner as described in the foregoing
 notice of the petition to all persons interested of the time
 and place for commencing said view. And on the said
 twenty second day of June the Commissioners met at the
 time and place appointed and proceeded to view the
 premises and having viewed the same the Commissioners
 then determined to hear the parties at the same time of
 said view and having heard the parties said Commissioners
 then proceeded to confer and adjudge upon the
 prayer of said petition and after considering the same said
 Commissioners did then and there adjudge that Commencement
 and necessity require that the prayer of said
 petition should be granted, and no persons or corpora-
 tions having appeared at the time of said view to object
 thereto said Commissioners proceeded on the twenty second
 day of December A.D. 1874 to locate the Northwesterly line of
 said Park Street as follows to wit: Beginning at a stone
 corner situated in the North line of Park Street 221
 feet Easterly of the stone corner at the East Corner of
 Park & Elm Streets thence running North $43^{\circ} 46'$ East
 1010 feet to a stone bound at the division line of Wm. C.
 White and Mrs Charles White said stone being 33 1/2 feet
 South Easterly of the South East Corner of said town lot.

December 1870

White House thence making an angle of $1^{\circ} 19'$ to the North
and running North $62^{\circ} 21'$ East 339 1/2 feet to a stone
No persons or corporations in the opinion of the Commissioners
being entitled to damages therefor none are awarded

Wm. H. Lewis
J. I. Lewis } Co. Comm.
Ransom Sibley }

All of which by the report of said Commissioners filed among
the proceedings in the aforesaid petition now fully appears
and now the said report being read and considered is accepted
and the road established as and for a public highway

To the Honorable the County Commissioners of the County of
Hampden in the Commonwealth of Massachusetts
Respectfully represents your petitioner Daniel Coffey
of Springfield in said County that he was the owner of
valuable real estate situated in said Springfield bounded
both by River Street West by land of the New York
New Haven and Hartford Railroad Company North
by land of Joseph Antone and others and East by land
of C. S. Shaw and others that the New York New Haven
and Hartford Rail Road Company a Corporation duly established
by law and existing in this Commonwealth for the
purpose of procuring depot and station accommodations
did enter into and upon the land of your petitioner pursuant
to aforesaid in conformity with the provisions of the General
Statute of this Commonwealth and take therefrom a
now hold for the purpose aforesaid a strip of land lying
on the western West side of the aforesaid tract of land extending
the entire length of your petitioner's land along said railroad
and being twenty two feet wide from the aforesaid western
line of your petitioner's land. And your petitioner avers
that he is greatly damaged by such taking and being unable
to grow such the said New York New Haven & Hartford
Railroad Company upon the amount of said damages
may that the same may be estimated by your Honorable
Board

Daniel Coffey Pet.
for Award of Damages
vs
N.Y. & N.H. R.R. Co
57

Daniel Coffey
By his atty Geo. W. Knowlton

The foregoing petition was entered at a regular adjourned meeting of the County Commissioners (held on the twentieth day of June in the year of our Lord one thousand eight hundred and eighty four when the petitioner appeared by his attorney Charles Knowlton and the Respondent appeared by his attorney Leonard Wells and both parties waived notice And said petition was continued from meeting to meeting to this meeting and after viewing the premises and due consideration had therein said Commissioners do award and determine that the said New York New Haven and Hartford Railroad Company shall pay to the said Daniel Coffey the sum of Four thousand dollars which shall be in full compensation for all damages and costs he will sustain by reason of the taking of his said land

Wm. H. Lewis
J. D. Rogers } Es Cornet
Harrison Dubay

Julia A. Deason Pet
for apt of damages

Wm. H. A. K. Leo
57

To the Honorable County Commissioners for the County of
Hampden Respectfully Remonstrates Julia A. Deason of Palmer
in said County that the Ware River Rail Road Company a
railroad Corporation duly established by law has occasioned
damage to your petitioner by laying out making and
maintaining a railroad through the land of your petitioner
lying in said Palmer just North Easterly of the track of
the New London Northern Railroad Company between the
quarry road leading to Moonson and land now or formerly
of Palmer A. Squin as shown by the plan hereto annexed
which damages have never been paid by said Ware
River Rail Road Company Wherefore your petitioner
humbly prays your Honorable body to estimate and
apport said damages and to order said Corporation to construct
and maintain such improvements as your petitioners walls
fences pass ways or other structures as your judges reasonable
and proper for the security and benefit of your petitioners
and to make such other orders in the premises as law and
equity may require

July 31. 1874

Julia A. Deason by
C. L. Gardner her atty.

December 1875

The foregoing petition was entered at a regular adjourned meeting of the County Commissioners held at Springfield within and for the County of Hampshire on the twenty-first day of July A.D. 1875. At which meeting the parties appeared by their attorneys and waived notice. And said Commissioners appointed Tuesday the tenth day of September then next and eight o'clock in the forenoon at the District Court Room in Palmer in said County. And on said tenth day of September the further consideration of the petition was continued to the next regular adjourned meeting of the Commissioners and so from meeting to meeting to the meeting of the County Commissioners held at said Palmer on Friday the twelfth day of March A.D. 1875. At which meeting both parties consent to the hearing by two Commissioners and after hearing the parties and viewing the premises the said Commissioners do award and determine that the said New York Railroad Company shall pay to the said Julia A. Seane the sum of three thousand dollars which shall be in full compensation for all damages and costs she will sustain by reason of the taking of her land as aforesaid.

Wm. M. Lewis } County
Lawson Dibley } Commissioners

To the Honorable the County Commissioners of the County of Hampshire in the Commonwealth of Massachusetts
Respectfully represent your petitioners Joseph Antonio of Boston in our County of Suffolk. Angelo Antonio of Chioggia Italy. Adalinda Antonio and Rosa Antonio Amisore both of said Chioggia. Joseph Antonio of said Chioggia and Silvano Antonio of said Boston said Rosa Antonio appearing by her next friend Joseph Antonio of said Boston. That they were the owners of valuable real estate situated in said Springfield bounded South by land of Daniel Coffey West by land of the New York New Haven and Hartford Railroad Company and North by land now or formerly by E. Back and East by a railroad way. That the said railroad Company a corporation duly established by law and existing in this Commonwealth

Joseph Antonio & Co.
Petitioners for
damages as
N. Y. & N. H. & H. R. Co.
vs.

for the purpose of procuring depot and station accommodations did enter into and upon the land of your petitioners described as aforesaid in conformity with the provisions of the general Statute of this Commonwealth and have since taken therefrom and now hold for the purpose aforesaid a strip of land lying on the same westerly side of the aforesaid parcel of land extending the entire length of your petitioners land along said Railroad and being twenty two feet wide from the aforesaid westerly line of your petitioners land. Your petitioners aver that they are greatly damaged by such taking and being unable to agree with the said railroad Company upon the amount of said damages pay that the same may be estimated by your honorable body.

By Edward Knowlton their Atty.

The foregoing petition was entered at a regular adjourned meeting of the County Commissioners holden on the sixth day of October eighteen hundred and twenty four at which meeting the Commissioners appointed a time and place to give the premises and hear the parties and directed notice of the same to be given. And on the twentieth day of October in the year last aforesaid the Commissioners met the parties by their Attorneys & witnesses to wit the petitioners by their Attorney Edward Knowlton and the Respondent by its Attorney Leonard Wells, and said petition was continued to this meeting and after viewing the premises and hearing of all parties interested said Commissioners do award and determine that the said New York New Haven and Hartford Rail Road Company shall pay to the said Joseph Antoine Anelli Antonio Adalberto Antonio Rosa Antonio a minor Joseph Antonio and Silvana Antonio said Rosa Antonio appearing by her next friend Joseph Antonio the sum of two hundred & twenty dollars which shall be in full compensation for all damages.

Wm. McLeary
J. D. Brown
Lawson Wiley

Jos. Smith

Tramway Works 1874

To the County Commissioners of the County of Hampshire

J. S. Eggleston & Co.
for discontinuance
of highway in Highgate
69

The undersigned Citizens of the said County represent that the public convenience and necessity require that a portion of the highway located on petition of A. C. Parker & others between stations No 37 & 38 should be changed and located anew and the present location discontinued.

We therefore ask your Hon. Board to view the premises and after due proceedings had to make such order as the public convenience may require.

Westfield Oct. 19th 1874

J. S. Eggleston & others

The foregoing petition was introduced at a regular adjourned meeting of the Commissioners holden on the twentieth day of October in the year of our Lord one thousand eight hundred and seventy four. At which meeting the Commissioners hearing a view of the premises appointed Tuesday the twenty fourth day of November then next and nine o'clock in the forenoon at the Court Room in Westfield as the time and place for viewing the premises and caused a copy of said petition to be served upon ^{the Town of Westfield, being the town} the Clerk of the Court within which such relocation is proposed thirty days at least before the time appointed for said view and also caused abstracts of said petition containing the substance thereof to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union a newspaper published in said County said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view and before said view was had said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view. And on said twenty fourth day of November the Commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same the Commissioners then summoned to hear the parties at the time of said view and having heard the same said Commissioners then proceeded to consider and adjudge upon the prayer of said petition and after considering

the same said Commissioners did then and there adjudge that Common Convenience and necessity require that the prayer of said petition should be granted.

And no persons or corporations having appeared to object thereto at the time of said now said Commissioners did then and there proceed to locate said situation of highway as follows to wit: Commencing 35 feet Southside of a Stone Monument nearly opposite the Dwelling of Sabius Agency and at right angles with the forward course and running $S 76^{\circ} 36' E$ on the original location 195 feet to a point 35 feet Southside of a Stone Monument. Thence on a $48^{\circ} 20'$ Curve to the right or Southside 195 ft to a point 35 feet Southside of a Stone Monument. At at right angles to the forward course Thence South $19^{\circ} 40'$ East 732 ft to a point 35 feet Southside of a Stone Monument. Thence $S. 35^{\circ} E$ 264 feet to a point 35 feet Southside of a Stone Monument. Thence on original location South $54^{\circ} 3' E$ 346 ft to a point in center of location opposite the Stone post in the corner of Leysander B. Bart's house lot at a point 34 feet Westside side of said Water Barn's house and 22 feet and 2 inches Southside of the range of the Southside end of said house. The line as run in the center of the location the monuments being set out on the Northside or left hand side of the line as run. The line for the whole distance where changed is over land of John Philson.

Variations of the Middle $N^{\circ} 35^{\circ} W$

The County Commissioners having heard all persons and Corporations interested in relation to the question of damages who expressed a desire to be heard thereon considered and adjudge that the sum of fifty dollars be paid to Eliza Philson

\$50.00

And the sum of two hundred and thirty six dollars be paid to John Philson

\$336.00

All in full compensation for all damages they will sustain in consequence of the above location of a highway.

No other persons or corporations in the opinion of the Commissioners being entitled to damages through provisions enacted by the State of West Virginia having constructed the branch part of the foregoing highway the same is accepted by the County Commissioners.

Wm. H. Lewis

J. L. Lewis
Lawson Dickey

J. L. Lewis

December 2nd 1874

All of which by the report of said Commissioners had among the proceedings in the aforesaid petition fully appear and now the said report being read and considered is accepted and the same established as and for a public highway

To the County Commissioners of the County of Hampden
George H. Hayes of the City of Springfield in said County
and Henry W. Wallcut of Northfield in the County of Franklin,
Subscribed represent that they are the owners of a certain lot
of land with a dwelling house thereon situated in said
Springfield bounded southerly by land of the Boston and
Albany Rail Road Corporation Easterly by land of Henry
H. Phelps Southerly by Lyman Street and Westerly by Chestnut
Street. And on the thirtieth day of July in the year eighteen
hundred and seventy four the City Council of said City of
Springfield passed an order that said Chestnut Street should
be lowered adjoining the land of your petitioners and
under the order aforesaid the grade of said Chestnut Street
has been reduced about eleven feet in front of said
dwelling house and said house and lot of your petitioners
rendered wholly inaccessible from said Chestnut Street and
greatly injured and depreciated in value. And your petitioners
further show that said City Council awarded to your
petitioners as damages therefor only the sum of four
thousand dollars a sum wholly inadequate to the actual
damages sustained by them by reason of said proceedings
of said City Council your petitioners being aggrieved there-
by now pray that they may have a jury to determine the
matter of this their complaint and that a warrant may
issue according to law for such purpose

George H. Hayes
Henry W. Wallcut
By Geo H. Hayes Esq. Atty.

To His Honor the
Jury
7

The foregoing petition was introduced at a meeting of the County
Commissioners begun and holden at said Springfield
on the first Tuesday of October in the year of our Lord
one thousand eight hundred and seventy four at which
meeting the Commissioners appointed Tuesday the second
second day of December then next and then adjourned

in the presence of the Court House in said Springfield
 as the time and place when and where they would meet the
 parties and select a jury of the name to be given, which
 notice was waived by the Respondent. And on said second
 day of December the petitioners appeared by their
 Attorney Messrs Copeland. And the Respondent appeared
 by their Attorney John M. Stebbins. And said petition
 was continued to this meeting, when on the sixth day of
 January eighteen hundred and twenty five it is ordered
 that a warrant issue commanding the Sheriff of said
 County to summon a jury of twelve, more or less and determine
 the matter of said Complaint set forth in said petition
 which warrant was duly issued on said sixth day of
 January in the year last aforesaid. And now to wit
 on the sixth day of said eighteen hundred and twenty five
 a Certificate of the acceptance of said verdict is obtained
 from the Superior Court which Certificate is as follows
 to wit: (The jurors empaneled by A. M. Bradley Sheriff of
 the County of Hampshire on the third day of February
 1825 for the purpose mentioned in the warrant in
 this case, issued on the petition of Stephen L. Bernie,
 William Bernie George H. Royes & Henry J. Hathorn
 against the said City of Springfield having been first duly
 sworn and having chosen Isaac R. Lowell Foreman by
 ballot, after carefully viewing the premises and fully hearing
 the parties examine and assess the amount of damages
 sustained by the said George H. Royes and Henry J. Royes
 jointly the sum of eight thousand five hundred dollars
 \$8500.00 which is a just and reasonable compensation for
 the damages sustained by the said petitioners

J. R. Lowell Foreman	Moses H. Pease
Benjamin D. Ashley	Joshua J. Cunn
Moses G. Hadley	E. C. Eaton
B. M. Cotton	Abel P. Phelps
Ralph M. Bagg	Sullivan Dickinson
Walter Harvey	Oliver Mottell

Robert O. Morris Clerk

It is further ordered and adjudged by the said Court that the said Geo. H. Royes &
 Henry J. Hathorn recover judgment against the said City of Springfield for the sum of
 eight thousand five hundred & eighty nine dollars & seven cents damages & costs of said
 action at eighty dollars & twenty one cents each of which for May 2nd 1825

December 1874

Wm. Birnie & Co.

76

To the County Commissioners of the County of Hampshire

William Birnie of Springfield in said County respectfully represents a jury that he is the owner of a certain tract of land in said City of Springfield bounded westerly by Chestnut Street. Northerly by land of George C. Cook. Southerly by land of the Boston and Albany Railroad Corporation and Easterly by land of one which tract there is a valuable dwelling house and other structures. He further represents that on the twentieth day of July in the year eighteen hundred and seventy-four the City Council of said City of Springfield passed an order that said Chestnut Street adjoining the land of the petitioner should be lowered and the grade thereof reduced and under said order the grade of said street in front of said tract and dwelling house has been reduced about ten feet and by reason of said reduction of grade said dwelling house and land have been greatly injured and the value thereof greatly depreciated. And being aggrieved thereby he prays that he may have a jury to determine the matter of this complaint and that a warrant may issue according to law for said purpose.

William Birnie

By Morris & Copeland his atty.

The foregoing petition was entered at a meeting of the County Commissioners begun and holden at said Springfield on the first Tuesday of October in the year of our Lord one thousand eight hundred and seventy-four. At which meeting the Commissioners appointed Tuesday the twenty second day of December then next and ten o'clock in the forenoon at the Court House in said Springfield as the time and place where and when they would meet and hear the parties and ordered notice of the same to be given which notice was received by the respondent. And on said twenty second day of December the petitioner appeared by his Attorney Morris & Copeland and the Respondent appeared by their Attorney John H. Tibbets and said petition was continued to this writing. Whereon the sixth day of January eighteen hundred and seventy-five it is ordered that a warrant issue commanding the Sheriff of said County to summon a jury of twelve men to meet and determine the matter of said complaint set forth in said petition which warrant was duly issued.

on the sixth day of January in the year last aforesaid,
 And now to wit on this sixth day of June eight hundred
 and seventy five a certificate of the decision of said verdict
 is returned from the Superior Court which Certificate is as
 follows to wit: The jurors empanelled by A. M. Bradley Sheriff
 of the County of Hampden on the third day of February A.D. 1875 for
 the purpose mentioned in the warrant in this case upon the
 petitions of Stephen C. Dennis William Dennis George H.
 Hayes and Henry J. Mattoon respectively against the said
 City of Springfield having been first duly sworn and having
 chosen Isaac B. Lowell foreman by ballot after carefully
 viewing the premises and fully hearing the parties estimate
 and assess the amount of damage sustained by the said William
 Dennis by reason of the lowering of Chestnut Street in said
 Springfield at the sum of seven thousand dollars (\$7000)
 which is a just and reasonable compensation for the damage
 sustained by the said petitioners

I. B. Lowell Foreman	Merrill H. Pease
Benjamin D. Ashley	Josiah J. Moore
Walter C. Bradley	E. C. Eaton
B. M. Cotton	Albert L. Phelps
Ralph M. Wagg	Sullivan Dickinson
Walter Harvey	Oliver Wolcott

Albert Robert C. Morris Clerk

It is therefore considered and ordered by the County Commissioners
 that the said William Dennis ^{receive judgment} for the sum of seven thousand
 and seventy three dollars and fifty cents damages and costs of
 suit taxed at eighty dollars and twenty five cents
 Mark of District for Aug 7th 1875

Stephen C. Dennis Plaintiff
 vs
 City of Springfield
 72

To the County Commissioners of the County of Hampden
 Stephen C. Dennis of Springfield in said County an intestate
 person by William C. Dennis his guardian respectfully represents
 he is the owner of two certain tracts of land situated in said
 Springfield with valuable dwelling houses and other structures
 where to wit: one of said tracts bounded westerly on Chestnut
 Street southerly on Taylor Street easterly partly on land of
 Howard Leonard and partly on land of John Donohue
 northerly partly on land of said Donohue and partly on Lynn
 Street the other tract bounded northerly on Liberty Street easterly

Eastby on land of Charlotte B. Boverman & Southby on land of Claus
 of D. H. Bly and Northby on Chestnut Street. And on the
 day of July in the year eighteen hundred and seventy four, the City
 Council of said City of Springfield passed an order that said Chestnut
 Street should be widened adjoining the said lands of your petitioners
 and under said order the grade of said Street has been reduced
 greatly to wit from five to six feet or more in front of said lands
 and houses and said houses and lands have thereby been greatly
 injured and depreciated in value. And your petitioners further
 show that said City Council awarded to your petitioners as damages
 therefor only the sum of \$1000.00 a sum wholly
 inadequate to the actual damages sustained by him by reason
 of said proceedings of said City Council. Your petitioners being
 aggrieved thereby now pray that he may have a jury to determine
 the matter of this his Complaint and that a warrant may
 issue according to law for such purpose.

Stephen C. Bernis

By Wm. C. Bernis his Guardian

The foregoing petition was entered at a meeting of the County
 Commissioners holden at said Springfield on the first Tues-
 day of October in the year of our Lord one thousand eight hun-
 dred and seventy five. At which meeting the Commissioners
 appointed Tuesday the twenty second day of December three
 o'clock and ten o'clock in the forenoon at the Court House
 in said Springfield as the time and place where and where
 they would meet the parties and the notice of the
 same to be given which notice was waived by the
 Respondent. And on the said twenty second day of December
 the petitioners appeared by his Attorneys Morris & Copeland
 and the Respondent appeared by their Attorney John W.
 Stebbins. And said petition was continued to this
 meeting, where on the sixth day of January eighteen hun-
 dred and seventy five it is ordered that a warrant issue
 commanding the Sheriff of said County to summon a jury
 of twelve men to hear and determine the matter of said
 Complaint set forth in said petition which warrant
 was duly issued on said sixth day of January in the year
 last aforesaid. And now to wit on this sixth day of
 April eighteen hundred and seventy five a certificate of
 the acceptance of said verdict is received from the Superior

which Certificate is as follows to wit: The jurors
empaneled by the Hon. Judge of the County of Hampshire,
on the third day of February¹⁸⁷⁵ for the purpose mentioned in
the warrant in this case filed on the petition of Stephen C.
Bemis (William Bemis, George H. Koper and Henry J. Mather
respectively against the said City of Springfield having been
first duly sworn and having chosen Isaac B. Leavelle
foreman by ballot after carefully viewing the premises and
fully hearing the parties estimate and assess the amount
of damage sustained by the said Stephen C. Bemis by
reason of the lowering of Chestnut Street in said Springfield
at the sum of eleven thousand dollars which is a just
and reasonable compensation for the damage sustained by
the said petitioner.

I. B. Leavelle Foreman

Merrim N. Pease

Benjamin D. Athley

Josiah J. Swan

Abner C. Hadley

E. A. Eaton

B. W. Cotton

Albert F. Phelps

Ralph C. Bagge

Sullivan Dickinson

Walter Hawley

Olive Moleatt

Attest Robert J. Morris Clerk

It is therefore considered and ordered by the County Commis-
sioners that the said Stephen C. Bemis recover judgment
against the said City of Springfield for the sum of eleven thousand and
hundred and fifty cents damages and costs
of suit to wit one hundred and forty five dollars and
no cent.

Wart. of Districts of May 17th 1875.

Laura E. Child
85
Springfield, Mass.
81

James F. Child & Springfield, Mass. No. 85 R.R.

Before the County Commissioners for said damages
and now Laura E. Child Administrator of the estate of
James F. Child dec'd. Comes and says that on the
14th day of May A.D. 1873. your honorable board awarded
to the Plaintiff the sum of \$175⁰⁰ as damages sustained
by said James F. Child in the taking of the tract of land
described in the petition in said case at the time of
the location of the respondents road to cut on the
day of May A.D. 1873. and that more than one
year from said day of May A.D. 1873 has elapsed

and one appeal has been taken from said award and said award has not been satisfied. Wherefore your petitioners pray that a warrant of distress in writ of execution in arrears and for as provided by law issue to her as administratrix for said sum of one hundred and twenty five dollars damages according to said award together with interest thereon from the day of the filing of the location of said road - taking the lands from the plaintiff to wit from the thirty first day of May A.D. 1872 together with the plaintiffs reasonable costs in that behalf incurred.

Amos E. Childs
By James E. Allen Esq. Atty.

The foregoing petition was entered at this meeting and after considering the same it is ordered by the said Commissioners that a warrant issue as prayed for March 3rd 1875 of distress etc.
Judgment satisfied

Jan 13th Ordered that the County Treasurer be authorized and authorized to deposit in the Springfield Institution for Savings the sum of Ten thousand Dollars of the County funds now in the Treasury in such manner that the same may draw interest at the rate of six per cent per annum

E. B. Maynard of Springfield James I. Loomis of Palmer and Joseph M. Day of Wallfield are appointed warden of the House of Corrections for the year ending Jan'y 6. 1875

Harvard SS
County Commissioners Meeting Feby 9. 1875
The following salaries are paid for the officers of the jail & House of Corrections
Sheriff \$1000 per year and board
Deputies 160 " " " "
Watchman 30 " Month " "
Warden of Kitchen 25 " " " "
Physicians 157 " year
Chaplain 322 " "
Wm. M. Lewis
Lawson Sibby
John O. Donnell

Salaries of officers
at said House of
Corrections

County Estimate

Estimated expenses of the County of Hampshire for the year 1875 with the amount necessary to be raised by tax

For Payment of Juries	8000.00
" Services of Vermines	200.00
" Officers of Courts	2000.00
" Salaries of Special County Commissioners	1700.00
" Liquid Damages	14000.00
" Sheriff Juries	250.00
" Pub Commissioners Notices	350.00
" Surveys of Highways	300.00
" Construction of Highways & Inclosures	2000.00
" Inquests	500.00
	<u>29350.00</u>

At Jail & House of Detention

For Provisions	6000.00
" Clothing	700.00
" Fuel & Lights	3000.00
" Beds and Bedding	200.00
" Salaries of Officers	3600.00
" Repairs	500.00
" Instruction	300.00
" Furniture	200.00
" Miscellaneous Expenses	350.00
" Medicine and Attendance	350.00
	<u>14300.00</u>

At Court House

For Salary of Messengers & Clerks	1600.00
" Repair Lights & Stationary	1300.00
" Law Library	1000.00
" Repairs	500.00
" Fuel & Lights	2400.00
" Clerk of Courts	900.00
" Salary of Sheriff	1250.00
" " " " " " " " " " " "	1500.00
" Examiners of Accounts	100.00
" Legal Expenses	200.00
" Criminal Costs	8000.00
" Interest on County Rates	19000.00
" Payment of Sundry Debt	2000.00
" County Indebtedness for order drawn on the Treasury	12020.77
	<u>71670.77</u>

Total Estimate	115,770.77
Deduct balance in Treasury	35,170.77
Amount called for by law	80,000.00

Wm. H. Lewis
J. S. Lewis } County Commissioners

The following persons are allowed the sums set against their respective names for damages to land taken for highways in Petition of Sumner Chapin and others and S. S. Eggleston & others amounting to the sum of four hundred and eleven dollars and the same is ordered to be paid from the County Treasury

Pet of Sumner Chapin & others	
Sumner Chapin	125.00
Pet of S. S. Eggleston & others	
Ellena Philson	51.00
John Philson	36.00

The highways ordered located and discontinued upon the petition of Gayles and Musfield Rail Road Co located at the June meeting A.D. 1871 are accepted

Acceptance of highway on Pet of Gayles & Musfield R.R. Co

The sum of eighteen hundred and ninety one dollars and sixty six cents is allowed for damages done to sheep and other domestic animals by dogs and for services performed under Chapter 130 of the Acts of 1867 and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Act

Sheep Damages \$1891.66

The County Commissioners having apportioned the moneys received under the provisions of Chapter 130 of the Acts of 1867 not expended in the payment of damages done by dogs order that the same amounting to the sum of six thousand three hundred and sixty six dollars be paid to the Treasurer of the several Cities & Towns of the County in the proportions following viz:

To the Treasurer of Agouans	244. 57
" " " " Blandford	103. 17
" " " " Birmington	109. 16
" " " " Chester	108. 34
" " " " Chicopee	511. 38
" " " " Danville	128. 51
" " " " Holland	38. 24
" " " " Leysake	764. 16
" " " " Longmeadow	124. 86
" " " " Ludlow	104. 96
" " " " Monson	375. 60
" " " " Montgomery	43. 60
" " " " Palmer	336. 71
" " " " Russell	44. 67
" " " " Southwick	107. 89
" " " " Springfield	1986. 19
" " " " Tolland	32. 69
" " " " Wallis	94. 88
" " " " West Springfield	395. 73
" " " " Wethersfield	670. 20
" " " " Wilbraham	314. 18 \$6366.01

and damages
to Saml P. Hillis
& another
\$985.01

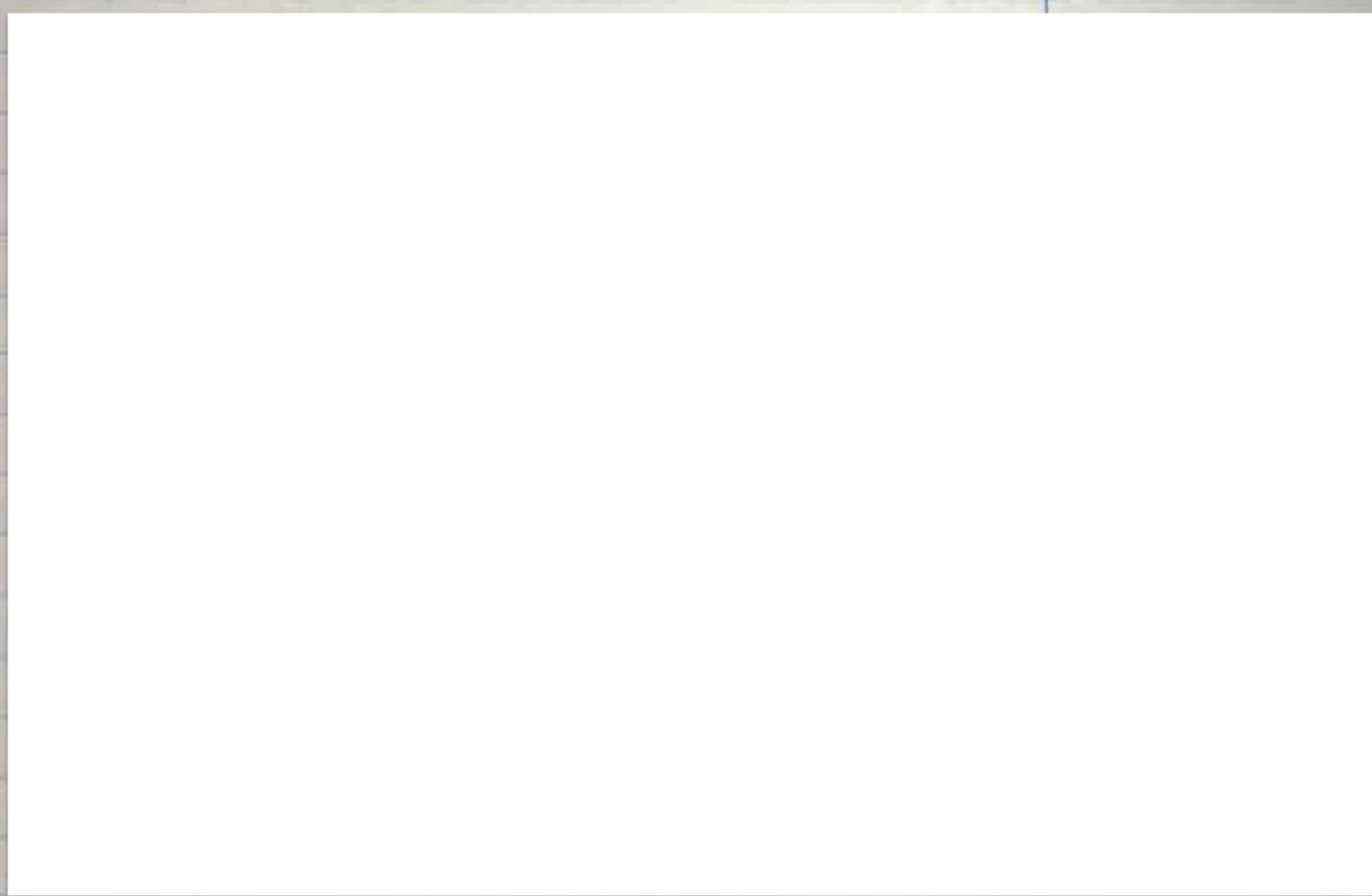
The sum of nine hundred and eighty five dollars
is allowed and ordered to be paid from the County
Treasury to Saml P. Hillis & Wife and Mary E.
Hill of New York as land damages on account of
the location of highway in Westfield upon the
petition of Samuel Hillis and others in full settle-
ment of suit pending in the Superior Court in
this County

Accounts
\$157.25

County accounts being now presented we allowed
amounting to the sum of fifteen thousand two
hundred and fifty seven dollars and twenty eight
cents and the same are ordered to be paid from
the County Treasury

Hampden SS April 6 1875

Judgment is entered up according to reports & c
and all matters not acted upon are ordered
to be continued and this meeting is adjourned without day
Attest Robert O. Morris Clerk



Commonwealth of Massachusetts
Hampden ss

Let a meeting of the County Commissioners be and holden at Springfield within and for the County of Hampden on the second Tuesday of April being the twentieth day of April and by adjournment on the fourth day of May and by adjournment on the second day of June in the year of our Lord one thousand eight hundred and seventy five

Present William M. Lewis Esq. Chairman
Lawson Tibby } County
John D. Bennett } Commissioners

County Tax
assessed

In Conformity with a vote of the General Court passed at their present session May 8th 1875 granting a tax of eighty thousand dollars (\$80,000) for the County of Hampden the same is apportioned upon the several cities and towns in said County in manner following

Agawam	1466. 63	Montgomery	254. 92
Blandford	831. 32	Palmer	2368. 39
Brimfield	1055. 98	Russell	449. 77
Cheshire	860. 43	Sturbridge	1036. 42
Chicopee	6863. 85	Springfield	37467. 61
Granville	831. 32	Tolland	449. 77
Holland	334. 66	Wales	606. 31
Holyoke	9230. 01	Westfield	7394. 05
Longmeadow	1603. 52	West Springfield	2913. 71
Schuylow	762. 65	Williamstown	1447. 08
Uxbridge	2092. 40		

And warrants have been issued dated June first eight hundred and seventy five directed to the Selectmen or Assessors of the several towns & cities in said County directing them to assess the same upon the inhabitants of their respective towns & cities and requiring their Collectors or Constables to collect the same and pay the same to the Hon. Bridge & River County Treasurer or his Successor on or before the first day of August ensuing as the law directs

Amos Monroe of Bumpfield is licensed as an Inn holder
at his house on Bumpfield (April 10th)

April Meeting 1875
Licenses

Leonard A. Kusterman of Worsen is licensed as an Inn holder
at his house situated nearly opposite the Worsen Bank in
Worsen (April 10th)

The County Treasurer is authorized and empowered to borrow
of the Third National Bank of Springfield Massachusetts
for and in behalf of said County and in anticipation of
the County Tax such sums or sums as may be necessary
and to execute and deliver note or notes therefor not exceeding
however in all the sum of Thirty Thousand Dollars

County Treasurer
authorized to borrow

A joint Convention of the County Commissioners of the
Counties of Hampden, Hampshire, Franklin, and Berkshire
met at Springfield May 4, 1875, under a call made by the
Comm. of Hampden County

Record of the proceedings
of the Boards of Com.
for the four
Western Counties

The Counties of Hampden, Hampshire
and Franklin were fully represented by their several boards
No member present from Berkshire

The meeting was organized by the
choice of Mr. Smith of Franklin as Chairman and Mr.
Sibley of Hampden as Secretary. On motion of Mr. Burroughs
of Franklin it was voted: That the expense of supporting
prisoners in either of the jails and Houses of Correction of the
Counties above named which are sentenced or transferred to them
from other Counties, shall be two dollars and fifty cents per
week to be paid by the County from which the prisoner is
sentenced, exclusive of earnings during the time of imprisonment
Voted to adjourn

A true Copy of the proceedings

Lawrence Sibley Secretary

Sundry accounts being now presented are allowed amount-
ing to the sum of twenty three hundred & forty four dollars & 23¢ 40/100
and forty two cents and the same are ordered to be paid
from the County Treasury

Wampden SS June 9th 1875

judgment is entered up according to reports &c and
all matters not acted upon are ordered to be continued
and this meeting is adjourned without day

Attest

Robert O'Mon's Clerk

June Meeting 1875

Commonwealth of Massachusetts

Hampden ss

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the fourth Tuesday of June being the twenty second day of June by adjournment on the fifth day of July by adjournment on the third day of August on the twentieth day of said month of August by adjournment on the seventh day of September on the ninth and fourteenth day of said month of September on in the year of our Lord one thousand eight hundred and seventy five

Present William M. Lewis Esq } Chairman
Lawson Dickey " } County
John O'Donnell " } Commissioners

To the Honorable County Commissioners of the County of Hampden

Lorenza A. Kellogg
Vels Pet for a Town
way in Westfield
37

Respectfully represent the undersigned that on the third day of May A.D. 1873. the Selectmen of the Town of Westfield in said County were petitioned to lay out & construct a town way (the public necessity & convenience requiring the same) commencing at a point in Poverty Plains so called in said town of Westfield on the road leading from Westfield to Southwick & also commencing near the wagon road leading to Kellogg's Farm situated in said Southwick & running easterly about one mile to the Southwick town line & to a point near said Farm, & that said Selectmen unreasonably refused & neglect to lay out & construct said way & that your petitioners are aggrieved by the action of said Selectmen & that a copy of said petition is hereto annexed & a copy of the endorsement of said Selectmen on the back of the copy of said petition dismissing said petition

Wherefore your petitioners pray that your honorable body will now locate & order constructed a Town way as above petitioned for & as set forth in original petition a copy whereof is hereto annexed and discontinue such parts of the present Town way as may be rendered useless by reason of the location of the Town way prayed for & as in duty bound will ever pray

Westfield June 13th 1874

Lorenza A. Kellogg & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the first Tuesday of October in the year of our Lord one thousand eight hundred and seventy four. At which meeting the Commissioners determining a view of the premises expedient appointed Tuesday the twenty fourth day of November then next and nine o'clock in the forenoon at the Foster House in Westfield as the time and place for viewing the premises and caused a copy of said petition to be served upon the clerk of the town of Westfield, being the town within which such Town way is prayed for thirty days at least before the time appointed for said view. And also caused abstracts of said petition containing the substance thereof to be posted in two public places in said town and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Herald a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view and before said view was had said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view.

And on the said twenty fourth day of November the Commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same the Commissioners then determined to hear the parties at the time of said view. And having heard the parties said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition and after considering the same said Commissioners did then & there adjudge that the Selectmen of Westfield have unreasonably refused to or neglected to lay out said Town way and that the common convenience and necessity require that the prayer of the petition should be granted. And after adjudicating as aforesaid, said Commissioners appointed Wednesday the second day of June then next and nine o'clock in the forenoon at the Foster House in said Westfield as the time and place when and where they would meet & proceed to locate as aforesaid and said Commissioners having given notice of the adjudication and the time and place appointed for locating in the same manner as the notice and publication was given & made and as is by law in such case made and provided, before proceeding to view except publishing an abstract of said petition instead of a copy thereof on the said

June Meeting 1875

second day of June said Commissioners met and proceeded to adjourn to the next regular adjourned meeting of said Commissioners holding at said Springfield on the 19th day of July A.D. 1875. At which meeting said Commissioners met and proceeded to locate said Turnway as follows to wit: Commencing at a stone monument standing on the Westly side of the old pathway from the Southwick road to Kellogg's Farm and near the line between Southwick and Westfield: - Then running South thirty one and a half degrees West. three hundred and forty six feet to a stone. - Then North twenty one and a half degrees West. seventeen hundred & twenty one feet to a stone. - Then North thirty nine degrees and fifty five minutes West. thirty hundred and twenty feet to a stone on the Westly side of the Southwick & Westfield road. - the lines were run as follows to wit. the first course and distance upon the Westly side of the location, the second course and distance upon the Eastly side, and the last course in the center of the location. the bounds are set upon the Westly or left hand side of the location which is half fifty feet wide, and is over lands of L. A. Kellogg, Estate of Durgis Kellogg S.S. Northam, A. T. Leonard, Seth Bush Mrs. Hookagaw, Heulen Top and Henry C. Smith.

The variation of the needle is $9^{\circ} 40'$ West. And now it is ordered that the said Town of Westfield cause the road aforesaid which is within the limits of the said town of Westfield to be worked made and completed in the most faithful and workmanlike manner and as follows to wit. The said road must be thoroughly ploughed where ploughing is practicable and be thoroughly cleared of stones stumps & roots. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of 12 inches. And the traveled part thereof must be worked to the width of 16 feet exclusive of the side slopes and of the ditches, so that Carriages and teams may pass with safety and convenience over any and every part of the 16 feet aforesaid. The said traveled part of the road must be worked in the center of and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles which must be judiciously rounded so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side

Ditches where they are needed must be constructed entirely without
 the traveled part of the road if it is as aforesaid, and must be
 made by sloping from the exterior line of the traveled part of same
 road two and a half feet at an angle of twenty four degrees or two
 and one half feet slope to one foot rise to be measured horizontally
 with the face or chord line of the crown of the road; they must be
 worked parallel with the center line of the traveled part of the road
 without unnecessary curvatures in their direction and must gradually
 descend with a smooth even surface in the direction of the road,
 towards the point of discharge in such manner that no water
 can permanently stand by the road side, over swamp or meadow
 land where the road is made by embankment and is liable from
 its weight to settle or sink through, the must the side ditch will in
 no instance be allowed. On the side of hills where the road is
 made partly by embankment and partly by excavation the road
 must be graded in manner before mentioned from the edge
 of the interior slope of the ditch on the uphill side to the center
 and from thence to the exterior or downhill side must be made
 nearly or quite level. All sides of excavations or embankments where
 the materials are of a loamy or alluvial character must be made
 at an angle not exceeding forty five degrees; where the materials
 are loose gravel or sand the angle must not exceed thirty degrees
 from a horizontal line or two feet slope to one foot rise. Said
 road must be firmly and substantially railied where railing is
 necessary for the safety and convenience of the traveler, the railing
 must consist of straight handsome chestnut poles not less in any
 part than five inches in diameter and be securely fastened with
 iron bolts to stone or chestnut posts two feet high above the face
 of the road, not less than eight inches in diameter and embedded
 in the earth or embankment not less than three feet and not
 more than twelve feet distant from each other from center to
 center. When the sides of embankments are constructed or secured
 with substantial well laid stone walls stones two feet high above
 the face of the road and not less than eight inches in diameter
 at their base may be substituted for the stone posts aforesaid.
 All joinings or splittings of said railing must be made on the
 summit or top of some one of the stone supports aforesaid by
 chamfering the joining ends of each of said poles or joints at least
 one foot in length in such manner that the chamfered faces will
 fit and lie close together, with the iron bolt aforesaid passing
 directly through the center of said joining or splitting. Or a stone

June 2nd 1875

will be built in a substantial and workmanlike manner two and a half feet high above the face of the road not less than two feet in thickness at its base and fifteen inches at its top and placed on a good bank wall may be substituted for the railing aforesaid in all places where it is necessary to have railing the road if cuts or cuts of earth slopes must be worked sufficiently wide to allow the posts which support said railing to be firmly and permanently placed in the embankment with the interior or inside thereof not less than 2 feet within the edge of the slope of the embankment and without in any manner obstructing or interfering with said 16 feet for the travel part of the road. The owners of land over which said road is located, retain the legal right to construct cattle culverts or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road as hereafter described and construct said culverts or bridges in manner prescribed for the bridge and the said culverts when placed in must forever after be maintained by such owners their heirs or assigns in good repair and in such condition as to render them safe and convenient for the traveler. In grading aforesaid care must be used in front of any dwelling house or other building where an excavation is required to have the side bank thereof nearest said building in the best shape for placing in a bank wall if the owner of said building shall so elect otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereof; provided however where such passage ways cannot be made safe and convenient by sloping as aforesaid culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building it must be constructed and sloped on that side of the travelled way nearest said building in such a manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to have all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or reared beside the proposed travelled way by the owners of land over which said location is made whether for the fruits they give or the shade and ornament they furnish to the farms adjacent are not to be removed or injured unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing intersecting or connecting

with the road aforesaid be so raised or lowered and so widened at the points of their said crossings intersections or connections thereof as to render them perfectly safe and convenient for the traveler. And said grading is to be that of the general surface of the ground without unnecessary undulations. The County Commissioners having heard all persons and corporations entitled in relation to the question of damages who expressed a desire to be heard thereon considered and adjudged that the sum of fifty dollars be

paid to S. S. Northam	\$50.00
And the sum of twenty five dollars	
be paid to Mrs Cooks	\$25.00
And the sum of fifteen dollars	
be paid to Reuben J. Jof	\$15.00
And the sum of one hundred and	
five dollars be paid to Henry C. Smith	\$105.00

All in full compensation for all damages they will sustain in consequence of the aforesaid location of town way to other persons or corporations having appeared to claim damages and in the opinion of the Commissioners none others are entitled to damages therefore none others are awarded.

The owners of land over which the foregoing described location of town way is made are allowed until the first day of September A. D. 1875. to remove their timber and trees therefrom. And it is further ordered by the County Commissioners that the town of Westfield cause the foregoing described location of town way to be made and completed in accordance with the foregoing order and to the acceptance of the County Commissioners on or before the fifteenth day of October A. D. 1875.

Wm. M. Lewis
Lawson Tuley }
John O'Donnell }
County Clerks

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and inasmuch as the said report being read and considered is accepted and the town way established as and for a public highway.

Large Meeting 1875

Petition of
Agawam for
relocation of highway
in Agawam

29

To the County Commissioners of the County of Hampden
The undersigned Selectmen of the Town of Agawam in
said County humbly represent that the County road leading from
near the Dwelling House of J. S. Leonard in said town upon
the South bank of the Agawam River to the foot of the hill
near the House of Frederick Dought also of said town is
in many places narrow crooked and inconvenient
for public travel. And your Petitioners further represent
that public necessity & convenience require that the County
road aforesaid should be continued from the North East
Corner of the House lot of said Dought in as near a straight
line as may be to a road opened by the Agawam Canal Co.
leading from near the Mills of the Woollen Paper Company
to the County road leading from the Stillmeague Bridge
to the North West Corner of said Dought's Dwelling House
lot. Your petitioners would therefore ask your board to view
said highway and new location asked for above and
make such alterations and relocation and location as may
be for the public good safety & necessity require

Agawam June 3rd 1875

J. H. Deanehill }
Ralph Adams }
Seth A. Bennett } Selectmen
of
Agawam

The foregoing petition was entered at a meeting of the County
Commissioners begun and holden at Springfield within and for
the County of Hampden on the second Tuesday of April in the
year of our Lord one thousand eight hundred and seventy four
at which meeting the Commissioners deeming a view of the
premises expedient appointed Thursday the twenty seventh day of
August then next and nine o'clock in the forenoon at the
Dwelling House of Thomas Stillmeague in Agawam as the time and
place for viewing the premises; and caused a copy of said petition
to be served upon the Clerk of the Town of Agawam being the
Town within which such alterations is prayed for thirty days
at least before the time appointed for said view and also caused
abstracts of said petition containing the substance thereof
to be posted in the public places in said town and also gave
notice to all persons interested by causing a copy of said petition
to be published three weeks successively in the Springfield Daily
Republican a newspaper published in said County. Said posting
and the last publication of said Copy having been finished

day at least before the time appointed for said view. And
 before said view was had said Commissioners gave notice in
 like manner as described in the foregoing notice of the petition
 to all persons interested of the time and place for commencing
 said view. And on the twenty seventh day of August the
 Commissioners met at the time and place appointed and
 proceeded to view the premises and having viewed the same
 the Commissioners then determined to hear the parties at the
 time of said view. And having heard the parties said Commis-
 sioners then proceeded to adjourn the further consideration
 of the matter to the next regular adjourned meeting of said
 Commissioners and from meeting to meeting to Tuesday the
 fifth day of January then next at which meeting the
 Commissioners after due consideration proceeded to adjudge
 upon the prayer of said petition and did adjudge that
 Commerce necessity and convenience require that the prayer of
 the petition should be granted. And after adjudicating as afore-
 said said Commissioners appointed Tuesday the first day of
 June then next and two o'clock in the afternoon at the
 Court House in Springfield as the time and place when and
 where they would meet and proceed to locate said alteration
 and the Commissioners having given notice of the adjunction
 and the time and place appointed for locating said alteration
 in the same manner as the notice and publication was given
 and made and as is by law in such case made and
 provided and before proceeding to view except publishing an
 abstract of said petition instead of a copy thereof on the first
 day of June said Commissioners met and proceeded to
 adjourn to the next regular adjourned meeting of said Commissioners
 holden at said Springfield on the fifth day of July A.D. 1875. at
 which meeting said Commissioners met and proceeded to locate
 said highway as follows to wit: Commencing at a point in the
 center of the location opposite a stone monument standing on
 the Northern side of the old road passing the dwelling house of
 Frederick Dwight and near the foot of the Hill East of said
 dwelling house then running North one degree East over land of J. R.
 Leach eight hundred and twenty and a half feet to a point opposite
 a stone on line between J. R. Leach and Peter Bernays lands. Then
 North twenty one and a half degrees West one hundred feet over land
 of Peter Bernays and fifty feet over high street to a point in the
 center of Walnut Street thence in the center of Walnut Street

June Meeting 1875

feet twenty three degrees West four hundred and fifty and a half feet to the center of River Street. Then in the center of River Street locate twenty two and a half degrees West. Six hundred and fifty feet to a point in Bridge Street. The foregoing described highway is laid fifty feet wide and is monumental on each side thereof.

The direction of the middle is 9° $30'$ West

And now it is ordered that the said town of Agawam cause the road aforesaid which is within the limits of the said town of Agawam to be worked, made and completed in the most faithful and workmanlike manner and as follows to wit: The said road must be thoroughly ploughed when ploughing is practicable, and be thoroughly cleared of stones, stumps, and roots. The top soil when it is unsuitable for making a hard and permanent road must be removed out of the traveled way or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the conditions within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 12 inches of good gravel or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 18 feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam twelve inches thick, and afterwards with a top covering of eight inches of good gravel, or some other good material spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of 12 inches, and the traveled part thereof must be worked to the width of 18 feet exclusive of the side slopes & of the ditches, so that Carriages and teams may pass with safety and convenience over any and every part of the 18 feet aforesaid. The said traveled part of the road must be worked in the center of and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be

judiciously rounded so as to render the turnings as gradual and as easy as practicable. In grading the road care must be taken to avoid unnecessary undulations and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches when they are needed must be constructed entirely without the beached part of the road of 18 feet as aforesaid, and must be made by sloping from the exterior line of the beached part of said road two and a half feet slope to one foot rise to be measured horizontally with the face or third line of the crown of the road. They must be worked parallel with the center line of the beached part of the road without unnecessary curvatures in their direction and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side, over swamp or meadow land where the road is made by embankment and is liable from its weight to settle or sink through the mud the side ditch will in no instance be allowed. On the side of hills where the road is made partly by embankment and partly by excavations the road must be crowned in manner before mentioned from the edge of the exterior slope of the ditch on the up hill side to the center and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees; where the materials are loose gravel or sand the angle must not exceed thirty degrees from a horizontal line or two feet slope to one foot rise. Said road must be firmly and substantially rolled where rolling is necessary for the safety and convenience of the traveler. The railing must consist of straight handsome chestnut poles not less in any part than five inches in diameter and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, and not less than eight inches in diameter and embedded in the earth or embankment not less than three feet and not more than twelve feet distant from each other.

June 7th 1870

from center to center. Where the sides of embankments are constructed or covered with substantial well laid stone walls, stones two feet high above the face of the road and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splittings of said railing must be made on the summit or top of some one of the stone ^{posts} aforesaid, by chamfering the joining ends of each of said posts or joints at least one foot in length in such manner that the chamfered faces will fit and be close together with the wires both aforesaid passing directly through the center of said joining or splitting. Or a stone wall built in a substantial and workmanlike manner two and a half feet high above the face of the road not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall may be substituted for the railing aforesaid. In all places where it is necessary to have railing the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing to be firmly and permanently placed in the embankment with the interior or inside end not less than 3 feet within the edge of the slope of the embankment and without in any manner obstructing or interfering with said 18 feet for the travel part of the road. Where the sides of embankments are constructed or covered with substantial well laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense, this kind of structure will be required) said wall must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular. The road must be worked to no greater width than twenty-four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial well laid stone abutments and be covered with the same material with a top covering of not less than twelve inches of good grass or some other good material, and a crowning of the road of 12 inches in addition, except the span of the arch or arches of a bridge each exceed three feet in

the clear when it may be covered with good chestnut or
 white oak three inch plank. Whenever a bridge is covered
 with plank the top of the plank must be at grade and
 a stick of chestnut timber ten inches on the bottom and
 inside and sloping to eight inches on the outside thereof
 must be firmly embedded upon each side of the bridge
 for securing the edges of the plank against any injury
 from wheels in their passage to and from said bridge.
 All bridges must be made twenty two feet long, mea-
 sured at right angles with the direction of the road, and
 be substantially and properly raised to the height of three
 feet and to the width of not less than 18 feet between
 the railings clear of all obstructions. All necessary sluiceways
 must be made of the same length as the bridge and
 be measured in the same manner, with good firm
 straight stone sides or abutments not less than 3 feet
 apart and 18 inches high and be covered with the same
 material, with a top covering of not less than twelve
 inches of good gravel or some other good material, and
 the road over said sluiceways must be crowned 12 inches
 in addition. The owner of land over which said road
 is located, retains the legal right to construct cattle
 culverts or frame bridges across and underneath the
 road for their accommodation and convenience, provided
 they do not thereby increase the ascent or descent in the
 grading of the road as hereafter described and construct
 said culverts or bridges in manner prescribed for the
 bridge and the said culverts when placed in must for-
 ever after be maintained by such owners their heirs or
 assigns in good repair and in such condition as to render
 them safe and convenient for the traveler. The culvert
 near station 3 is to be not less than three feet square
 in the clear. In grading the road care must be used in
 front of any dwelling house or other building where an
 excavation is required to leave the side bank thereof near
 said building in the best shape for placing in a bank
 wall of the corner of said building shall so that otherwise
 to the slope such side bank as to cause the least possible
 injury to said building or the appearance thereof. Where
 however when such passage way cannot be made safe
 and convenient by sloping as aforesaid said culverts

Monday 1875

shall be constructed for that purpose. Whenever an embankment is needed in front of a dwelling house or other building, it must be constructed and sloped on that side of the track nearest said building in such manner as to render the road safe without the aid of railing. (For in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or saved beside the proposed track way by the owners of land over which said location is made whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings intersections or connections thenceforth as to render them perfectly safe and convenient for the tracks. And it is further ordered that the grading of the road aforesaid which is within the town of Agawam be so worked as not in any place to exceed the angle of ascent or descent from a horizontal line hereafter mentioned. The grade pins are all placed in the center of the locations are all driven down to near the surface of the earth and the summits or tops of said pins are the points of measurement for ascertaining the amount of excavation or embankment. The summits or tops of those pins that are at grade in connections with the line of inclination represent the base of the track part of the road and the crowning of 12 inches required by this order is in all cases to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered have a stake driven by the side of them bearing the same number as the side stake opposite said grade pin and accompanying stake. The measurement is given in feet and the decimal parts of a foot and said grading is as follows to wit: At Stations 0, 1 and 2 grade. At Sta 3 fill 3.75 feet from Stations 4 to 11 grade. At Station 12 cut .5 feet. At Sta 13 cut 1 foot At Sta 14 cut .5 feet. At Sta 15 grade. At Sta 16 grade. At Sta 17 cut .5 feet at Sta 18 cut 1 foot at Sta 19.

grade, at Sta 30 each 15 feet, and the grade of the bridge part of the road where completed is to be uniform from Station to Station and also uniform from Station on to the center of Bridge Street.

The County Commissioners having heard all persons and corporations interested in relation to the question of damages who expressed a desire to be heard thereon considered and adjudged that the sum of one hundred dollars be paid to J. R. Beechey \$100.00

And the sum of Two hundred and fifty dollars be paid to Peter Benoit 250.00

All in full compensation for all damages they will sustain in consequence of the foregoing location of highway to other persons or corporations in the opinion of the Commissioners are entitled to damages, therefore none others are awarded.

The owners of land over which the foregoing described location of highway is made are allowed until the fifteenth day of August A.D. 1875 to remove their fences and buildings therefrom.

And it is further ordered by the County Commissioners that the town of Agawam cause the foregoing described highway to be made and completed in accordance with the foregoing order and to the satisfaction of the County Commissioners on or before the fifteenth day of October A.D. 1875.

Wm. M. Lewis
Judson Tibby }
John O'Donnell } J. C. Benoit

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read & considered is accepted and the road established as a public highway.

Selectmen of West
Springfield Twp for
location of highway in
West Springfield

36

To the County Commissioners of the County of Hampshire
The undersigned Selectmen of the town of West Springfield respectfully represent that the County road in West Springfield leading from Springfield Bridge Southwesterly and thence

June 1875

As the bridge that needs to be relocated and straightened
we therefore pray that you will view said County road and
make such relocation as the public good may require
West Springfield November 13th 1874

Harvey I. Bagg } Selectmen
" Bonds Russell }
" Oliver Sibley } West Springfield

The foregoing petition was introduced at a meeting of the
County Commissioners holden at Springfield within and
for said County on the first Tuesday of October in the
year of our Lord one thousand eight hundred and seventy
four. At which meeting the Commissioners deeming a
view of the premises expedient appointed Monday the
twenty fifth day of December there next and two o'clock in
the afternoon at the Court House in Springfield at the time
and place for viewing the premises and caused a copy of
said petition to be served upon the Clerk of the Town of
West Springfield being the town within which such relocation
is prayed for thirty days at least before the time appointed
for said view. And also caused abstracts of said petition
containing the substance thereof to be posted in two public
places in said town. And also gave notice to all persons
interested by causing a copy of said petition to be published
three weeks successively in the Springfield Daily Union a news
paper published in said County. Said posting and the
publication of said copy having been fourteen days at
least before the time appointed for said view and before
said view was had said Commissioners gave notice in
like manner as described in the foregoing notice of the
petition to all persons interested of the time and place
for commencing said view.

And on the said twenty fifth day of December the
Commissioners met at the time and place appointed
and proceeded to view the premises and having viewed
the same the Commissioners then determined to hear the
parties at the time of said view and having heard the
parties said Commissioners then proceeded to continue
the matter to the next regular adjourned meeting of the
Commissioners and from time to time to Tuesday the fifth

day of January then next at which time said Commissioners met and after consideration proceeded to adjourn upon the papers of said petition, and said Commissioners did then and there adjudge that Common Commissioners and necessity require that the papers of said petition should be granted, and after adjudging as aforesaid said Commissioners appointed Tuesday the first day of June then next and two o'clock in the afternoon at the Court House in said Springfield as the time and place when and where they would meet and proceed to relocate as aforesaid, and the said Commissioners having given notice of the adjournment and the time and place appointed for relocation in the same manner as the notice and publication was given and made and as is by law in such case made and provided before proceeding to give except publishing an abstract of said petition instead of a copy thereof on the first day of June met and proceeded to adjourn to the next regular adjourned meeting of said Commissioners, from meeting to meeting to Tuesday the seventh day of September A.D. 1875 where said Commissioners met and proceeded to relocate said highway as follows to wit: Beginning at a stone found in the Southern line of New Bridge Street at the Western line of Lewis S. Porter's land thence North 66° 30' E. 325 feet to a monument on the top of the hill thence on same line produced to the river. The above line being a continuation Easterly of the first course on New Bridge Street. Whereby of the point of beginning.

The County Commissioners having heard all persons and Corporations interested in relation to the question of damages to be exposed a claim to be found thereon considered and adjudge that the sum of three hundred fifty dollars be paid to Lewis S. Porter \$350.00

As in full compensation for all damages he will sustain by the relocation of said highway

To other persons or Corporations in the opinion of the Commissioners being entitled to damages therefore none are awarded.

Wm. H. Lewis

Garrison Dickey

John C. Cornell

Robt. Jones

June 1875

All of which by the report of said Commissioners and among the proceedings on the aforesaid petition fully appears and now the said report being read and considered is accepted and the road established as and for a public highway.

To the Honorable County Commissioners of the County of Hampden

Holyoke Water Power Co vs. Pub. for a change of road in Holyoke
49

Respectfully represents your petitioner Citizens of the City of Holyoke: that there is a County road in said City leading from near the house of Edwin H. Wall, to the lands of the Holyoke Water Power Co. near Franklin Street in said Holyoke, at that point connecting with a private way laid out by the owners of said Company.

That said Company having laid out and opened Birch Street for travel whereby so much of said old County road as lies north of Franklin Street will be useless. Contemplates closing up that part of the old roadway which extends north from the Southbury line of Franklin Street. Wherefore your petitioner pray that said County road from the Southbury line of Franklin Street to said Company land be altered and relocated so that the same may connect with said Birch Street as opened by said Company at its intersection with the Holyoke Water Power Company land, and that so much of said old County road north of the Southbury line of Franklin Street as lies outside of the same when so relocated be discontinued.

Dated at Holyoke this 20th day of November A.D. 1874.

Holyoke Water Power Co.

By W. A. Shaw Treasurer

The foregoing petition was voted at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Sunday of December in the year of our Lord one thousand eight hundred and twenty four at which meeting the Commissioners naming a man of the premium of said appointed Thursday the seventh day of March there met and one select in the

Afternoon, at the Hedyske House in Hedyske as the time & place for viewing the premises and caused a copy of said petition to be served upon the Clerk of the City of Hedyske being the City within which such alterations & relocation is prayed for thirty days at least before the time appointed for said view and also caused abstracts of said petition containing the substance thereof to be posted in two public places in said City, and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union a newspaper published in said County said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view. And on the said eleventh day of March the Commissioners met at the time and place appointed and proceeded to view the premises & having viewed the same the Commissioners then determined to hear the parties at the same time of said view and having heard the parties said Commissioners then proceeded to consider and adjudge upon the prayer of said petition and after considering the same, said Commissioners did then and then adjudge that common convenience and necessity require that the prayer of said petition should be granted. And no persons or corporations having appeared at the time of said view to object thereto said Commissioners proceeded on the ninth day of September A.D. 1875 to locate said highway as follows to wit:

"Commencing at a stone monument at the intersection of Beach and Sargent Streets. Then South forty five degrees West three hundred and three feet to a monument in the center of the location. Then South fifty eight and three quarter degrees West two feet to the intersection with the old road, the line then runs in the center of the location and the same is three rods wide.

The Hedyske Water Power Company having constructed the bridged part of the foregoing highway the same is accepted by the County Commissioners.

And it is ordered by the County Commissioners

Summitville 1875
1

that so much of the said old County road lying
south of the Southern line of Franklin Street as lies outside
of the relocation be discontinued.

The County Commissioners having heard all persons and
Corporations interested in relation to the question of damages
and expending a desire to be heard thereon consider and
adjudge that no persons or Corporations are entitled to
damages therefore none are awarded.

John E. Dornell one of the County Commissioners being
dismalified to act on account of residence Ireland Parks
Special Commissioner was called and acted in his stead.

Wm. H. Lewis	County
Lawson Ditley	3 Commissioners
Ireland Parks	3 Special Commissioner

All of which by the report of said Commissioners filed
among the proceedings on the aforesaid petition fully
appears and now the said report being read and considered
is accepted and the road established as and for a public
highway.

To the County Commissioners for the County of Hampden
William K. Flynt and William K. of Meerson in
said County of Hampden Copartners and proprietors of a
certain railway in said Meerson under the style of the Flynt
Railway Company extending from their granite quarry to
connect with the New London and Northern Railroad near
the house of Addison Thompson, respectfully represent
that the line of said Flynt Railway as surveyed and
in part constructed, crosses two public roads in said
town to wit one supposed to be a town way leading from
Meerson to Palmer called the Quarry Road and the other
a County highway from Meerson to Palmer known as
the lower road.

They further say that it is necessary that
the said railway should cross the first named of said
roads on the same level with said roads, and they pray
that they may be authorized so to do, and that your Board
will prescribe all proper regulations for the mode of crossing
the said road. They further represent that it will be
necessary for the public convenience that said railway cross

Wm. K. Flynt and
Wm. K. of Meerson in
petition for a license for
crossing in Meerson
H.S.

Should be recorded
at October Meeting
(See Page 127)
minutes
at next meeting

the last named of said roads over said road and they may that your board will determine the mode of crossing the same and pass all necessary decrees as to said crossings and the approaches thereto as you may think just and proper.

Wm. S. Bryant & another

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord one thousand eight hundred and seventy five. At which meeting the Commissioners deeming a view of the premises important appointed Monday the thirty first day of May then next and nine o'clock in the forenoon at the Depot of the New London & Northern Rail Road Company in Palmer as the time and place for viewing the premises and caused a copy of said petition to be served upon the Clerk of the Town of Monrovia being the town within which such crossing of highways is prayed for thirty days at least before the time appointed for said view and also caused Abstracts of said petition containing the substance thereof to be posted in two public places in said town and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper published in said County said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view and before said view was had said Commissioners gave notice in like manner as aforesaid in the foregoing notice of the petition to all persons interested of the time and place for commencing said view. And on the said thirty first day of May the Commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same the Commissioners there determined to hear the parties at the time of said view and having heard the parties said Commissioners there proceeded to adjourn the further consideration of said petition to the next regular adjourned meeting of the Commissioners and from meeting to meeting to a regular meeting of the Commissioners.

June 17th 1875

Golden on the first Tuesday of October A.D. 1875 at which meeting the Commissioners adjudged that the prayer of the should be granted. And at said meeting the said Commissioners passed the following decree: And now it is ordered that the Great Northern Railway Company be authorized to cross the said town road known as the Quary road with the tracks of said Company's Rail Road on the same level with said road at such point or points as may be convenient to accommodate the business of said Rail Road Company: said Railway Company shall at all times keep the crossing over said town road in good repair for the accommodation of the public travel. And it is further ordered that the said Railway Company may cross over the aforesaid highway from Nelson to Patuxent known as the lower road by a bridge of good and substantial masonry and superstructure. The traveled part of the highway shall be excavated so that the same when completed shall be not less than thirty feet in the clear from the under side of the bridge and be so graded that the grade of the same when completed shall be uniform from the North Easterly end of the Southern abutment wall to a point thirty eight feet Southwesterly of the South line of the corner of Addison Thompson being one hundred and ninety feet. And also an uniform grade for the distance of one hundred and fifty feet Southwesterly of said abutment will be required. The width of the located part of the highway when completed is to be not less than thirty feet exclusive of the side slopes and ditches. And the same is to be crowned at least twelve inches. And all points thereof which is sandy are to have a covering of some good hardening material of not less than six inches in thickness. The ditches are to be properly constructed for the purpose of drainage and to have proper outlets. And it is further ordered that the said Railway Company cause the foregoing order as to construction to be executed on or before the first day of November A.D. 1875.

Wm. M. Lewis
Lawson Dickey
John (P.D.) Merrill

Geo. Cornell

Alfred L. Brass & Co.
Pet for a new high-
way in Westfield
Mass.

To the County Commissioners of the County of Hampshire
Respectfully represent the undersigned legal voters of the
town of Westfield in said County that the public convenience
and necessity require that a highway should be laid out &
constructed in said Westfield commencing at a point
on the Montgomery road near the house of Albert L.
Brass on said road in said Westfield thence running
easterly on or near the line of the old Montgomery
road to a point on the rail of the New Haven and
Hartford Company at or near the bridge of said
rail road company thence easterly across said rail
road - thence easterly on or near the line of the present
travelled road passing between the houses of the late
Mr. Jernans and Elisha P. Parks to North Elm Street
as per petitioners therefore pray that your honorable
Board would view the premises locate said highway
and pass such action in the premises as the interests
and necessities of the public may require
Westfield Jan 30th 1875

Albert L. Brass & others

The foregoing petition was entered at this meeting and
the Commissioners deeming a view of the premises expedient
appointed a time and place to view the same and
directed notice of the same to be given. And after viewing
said premises it is ordered by the said Commissioners
that said petition be dismissed.

Land Damages

The following persons are allowed the sum set
against their names for damages to land for
highways amounting to the sum of \$2507.50,
and the same are ordered to be paid from the
County Treasury.

Elias Gray	\$83.50
Emos Smith	15.50
Warren Collins	200.00
William A. Harrison	3700.00
Mills E. Wilcox	1600.00
Joseph S. Clark	700.00
Leonard & Lyman	1000.00
Emah (Catharine) (Adm) estate of Ann Catharine	25.00

June Meeting 1875

Asak Otter	\$50.00
David Lamberton	30.00
Lewis S. Porter	350.00
	\$ 82.54.00

July 6. Ordered that upon the petition of A. C. Parker voters for a new highway in Westfield the sum of one hundred dollars be paid to John Riley. Allowed John Parker on Pet. of A. C. Parker et al.

June 22. The County Treasurer is directed to transfer ten thousand dollars (\$10,000) to the account of the sinking fund. County Treasurer directed to transfer to sinking fund

Various accounts being now presented are allowed amounting to the sum of ten thousand sixty-eight dollars and seventy-three cents and the same are ordered to be paid from the County Treasury. \$10,068.73

Northampton ss. September 4. 1875

Judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest

Robert T. Morris Clerk

Commonwealth of Massachusetts
 Hampden ss.

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the first Tuesday of October being the fifth day of October by adjournment on the ninth, twelfth and nineteenth days of said month of October, by adjournment on the third and sixteenth days of November and by adjournment on the sixth, seventh, ninth, tenth and sixteenth days of December in the year of our Lord one thousand eight hundred and seventy-five

Present William M. Lewis Esq. } Chairman
 Lawson Sibley } County
 John O'Donnell } Commissioners

Charles Dickmann and
 others for alteration
 of highway in
 Westfield
 14

To the Honorable the County Commissioners of the County of Hampden.

The undersigned citizens of Westfield and vicinity respectfully represent that the public convenience and necessity require that the highway leading from near S. Norton's Foundry building in said Westfield, northerly across the railroad of the Boston & Albany Railroad Corporation to near the hotel of John C. Buschmann, be altered and widened and that a highway be laid out from the highway near said hotel, westerly along the line of the said Railroad to intersect North Elm street near the Easterly end of the Passenger Depot of said Corporation. Wherefore, they pray that upon due proceedings had, you will lay out alter and widen said highways, as you shall find the common convenience and necessity require.

Charles Dickmann and others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June in the year of our Lord one thousand eight

hundred and seventy-two at which meeting the commissioners appointed a place and time for a view of the premises and directed notice of the same to be given, and said petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed without costs.

To the County Commissioners for the County of Hampden

W. B. Holcomb et al
Petrs for alteration
of highway in
Chester

The undersigned respectfully represent that the public highway from the New Town House in the village of Chester leading to Middlefield as far as the house of Wm Stevens on said highway, need certain alterations and improvements. Your petitioners would therefore ask that your Honors would view the premises and make such alterations and improvements as the public convenience and wants require according to the laws in such cases made and provided. And as in duty bound we will ever pray

Chester Mass January 10th 1893

W. B. Holcomb & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the 2nd Tuesday of April in the year of our Lord one thousand eight hundred and seventy-three. And was continued to a meeting of said Commissioners holden on the fourth Tuesday of June in the year of our Lord one thousand eight hundred and seventy-three. At which meeting the Commissioners deeming a view of the premises expedient appointed Saturday the thirtieth day of September then next and ten o'clock in the forenoon at White's Hotel in Chester as the time and place for viewing the premises, and caused a copy of said petition to be served upon the clerk of the town of Chester, being the town within which such alterations & improvements are prayed for, thirty days at least before the time.

appointed for said view and also caused abstracts
 of said petitions, containing the substance thereof,
 to be posted in two public places in said town
 and also gave notice to all persons interested by
 causing a copy of said petitions to be published three
 weeks successively in the Western Hampshire Times
 a newspaper published in said County, said posting
 and the last publication of said copy having been
 fourteen days at least before the time appointed
 for said view and before said view was had said
 Commissioners gave notice in like manner as de-
 scribed in the foregoing notice of the petition to
 all persons interested of the time and place for
 commencing said view. And on the said
 thirteenth day of September the Commissioners
 met at the time and place appointed and pro-
 ceeded to view the premises and having viewed
 the same the Commissioners then determined
 to hear the parties at the same time of said
 view and having heard the Commissioners then
 proceeded to adjourn the further consideration of
 the matter to the next regular adjourned meeting
 of said Commissioners and from meeting to meet-
 ing to Wednesday the eleventh day of August
 A.D. 1876 at which meeting the Commissioners after
 due consideration proceeded to adjudicate upon
 the prayer of said petition and did adjudge
 that common convenience and necessity require
 that the prayer of said petition be granted and
 after adjudicating as aforesaid, said Commissioners
 appointed Tuesday the nineteenth day of October
 then next and ten o'clock in the forenoon at
 White Hotel in said County as the time and place
 when and where they would meet and proceed to
~~locate as aforesaid~~
 and the said Commissioners having given notice of
 the adjudication and the time and place appoin-
 ted for ^{and location} in the same manner as the notice and
 publication was given and made and as is by law in
 such case made and provided, before proceeding
 to view (except publishing an abstract of said
 petition instead of a copy thereof) on the said

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nineteenth day of October the Commissioners met and proceeded to locate said highway as follows to wit: Commencing at an iron post at the North-easterly corner Ira O. Bailey's house lot, then running South twenty eight and three quarters degrees East, one hundred and thirteen and a half feet to a stone at the South-easterly corner of said lot and North-easterly corner of Phineas Puentes land; the highway for this course and distance is fifty feet wide at the commencement and narrows to forty eight feet at the end, and is over the old road; then South twenty four degrees East, one hundred and thirty nine feet to a stone twenty nine and a half feet from the Southeast corner of Phineas Puentes dwelling house in range of the Southerly side. The highway for the last course and distance is forty eight feet wide at the commencement and narrows to forty feet at the end, and is over land of Phineas Puentes and the old road. Then South four degrees East, eighty seven and a half feet to a stone and iron post at North-easterly corner of Hawley Clark's land; the highway for the last course and distance is forty feet wide at the commencement and fifty feet wide at the end, and is over land of said Puentes and the old road; then South one degree West, one hundred and twenty one feet to a stone by land of Timothy Tieff. The location of the last course and distance is over land of Hawley Clark and the old road and is fifty feet in width. Then South fifteen and two thirds degrees West, two hundred and forty three feet to a stone, the location for this course and distance is over land of Tim Tieff and the old road. Then South twenty two and one sixth degrees West, one hundred and eighty nine and a half feet to a stone on line between T. Tieff and Geo W. Wright's land; the location of the last course and distance is over lands of said Tieff, Bradford W. Palmer and the old road. Then South fifteen and a half degrees West, one hundred and twelve feet to a stone

running between Geo. W. Knight and Wm. H. Lyell's land
 this course is land over the old road and B. W. Calmer's
 land. Then South sixteen and a half degrees
 West four hundred and thirty three feet to a stone
 at the northeasterly corner of D. B. Harcourt's house
 lot, the location for this course and distance is over
 land of Erastus Fay and the old road. Then South
 seven and five sixths degrees West one hundred and
 eighty three feet to a stone, this location is over the
 old road and Erastus Fay's land. Then South
 seven degrees West three hundred and fifteen
 feet to the center of a wall on line between Fred-
 erick Mercier and Erastus Fay's lands at North-
 easterly corner of said Mercier's house lot, the loca-
 tion for this course and distance is over the old
 road and is located forty five feet wide. The
 lines are run and the bounds are set on the No-
 rth or right hand side of the location, and the
 same, except such parts thereof as are herein be-
 fore particularly mentioned, is fifty feet wide.
 The variation of the needle $7^{\circ} 40'$ West

And now it is ordered that the said town of
 Chester cause the road aforesaid which is within the
 limits of the said town of Chester to be worked,
 made and completed in the most faithful and
 workmanlike manner and as follows, to wit. Said
 road must be judiciously crowned from the exterior
 of the sides of the traveled part thereof to its center
 to the height of 12 inches. And the traveled part
 thereof must be worked to the width of 17 feet ex-
 clusive of the side slopes and of the ditches, so that
 carriages and teams may pass with safety and con-
 venience over any and every part of the 17 feet
 aforesaid. The said traveled part of the road must
 be worked as nearly as practicable in the center of
 and parallel to its location, without any regard to the
 additional widths laid out for materials in constructing
 the road except near its angles, which must be ju-
 diciously rounded, so as to render its turnings as
 gradual and easy as practicable. In grading the
 road care must be taken to avoid unnecessary un-

ulations and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road, of 1" feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet at an angle of twenty-four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road, they must be worked parallel with the center line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such a manner that no water can permanently stand by the roadside. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch with in no instance be allowed. On the side of hills, where the road is made partly by embankment, and partly by excavation, the road must be crowned in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty-five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveler, the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts.

two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road, and not less than eight inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splittings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joists, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splitting. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have a railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 2 feet within the edge of the slope of the embankment, and without in any manner obstructing or interfering with said 17 feet for the traveled part of the road. Where the sides of embankments are constructed or secured with substantial well-laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable price and of structure well be required,) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular. The road need be worked to no greater width than

twenty four feet on the top or side of the embankment to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial, well-laid stone abutments and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 12 inches in addition, except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty feet long, measured at right angles with the direction of the road and be substantially and properly railed to the height of three feet, and to the width of not less than 17 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm, straight stone sides or abutments not less than two feet apart, and 18 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 12 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts

or bridges in manner prescribed for the bridge, and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto, provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be resurfaced or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler. And it is further ordered that the grading of the road aforesaid which is within the town of Chester be so worked as not in any place to exceed the angle of ascent or

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be cut from a horizontal line hereafter mentioned. And said grading is as follows to wit: the hill opposite the premises of Daniel K. Holcomb is to be cut at least 18 inches at a point opposite the carriage way to his dwelling house and the grade is to be made uniform from the bottom of said cut for the distance of one hundred feet in either direction therefrom. The grade of the remaining part of the location is to be as nearly uniform as the general surface of the ground will allow without unnecessary undulations, and is in no part to exceed that of the present road bed.

The County Commissioners having heard all persons and corporations interested in relation to the question of damages who expressed a desire to be heard thereon, consider and adjudge that the sum of two hundred dollars be paid to

Phineas Gentes \$ 200.00

And the sum of Forty dollars be paid to

Howard Clark \$ 40.00

And the sum of One hundred and forty Dollars be paid to Timothy Keefe \$ 140.00

And the sum of Thirty Dollars be paid to

Bradford W. Palmer \$ 30.00

And the sum of Twenty Two Dollars be paid to Erastus Fay \$ 22.00

All in full compensation for all damages they will sustain in consequence of the aforesaid location of highway.

The owners of land over which this highway is located are allowed until the fifteenth day of May A. D. 1876 to remove their fences and trees therefrom.

And it is ordered by the County Commissioners that the town of Chester cause the foregoing construction and repairing of highway to be made and completed in accordance with the foregoing order and to the acceptance of the County Commissioners on or before the first day October A. D. 1876.

Lawson Sibley being unable to act as County Commissioner on account of sickness (Olson Parks) Special Commissioner was called and acted in his stead.

Wm H. Davis } County
 John O. Dondell } Commissioners
 (Olson Parks) } Special Commissioner.

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears, and now the said report being read and considered is accepted and the road established as and for a public highway.

Common Pleas
 Petition for alteration
 of highways in
 Chester

19

To the Honorable the County Commissioners of the County of Hampshire:

Your petitioners would respectfully represent the public convenience requires some alterations in the highway in the town of Chester in said County, leading from Huntington to the village Chester in said town of Chester between the line of the town of Huntington & the bridge known as the "John Glick Bridge" & particularly in the vicinity of C. H. Ficker's saw mill. Wherefore your petitioners pray that you will view said road between the points above designated, make such alterations in the lines & grade of said road, or other alterations in the same as may seem proper & just in the premises. As in duty bound will ever pray.

Chester, June 17th 1873.

Norman S. Lucas & others

The foregoing petition was entered at a meeting of the County Commissioners held at Springfield within and for said County on the 5th day of June in the year of our Lord one thousand eight hundred and seventy three. At which meeting the Commissioners deeming a view of the premises expedient, appointed Saturday, the

thirteenth day of September then met and ten o'clock in the forenoon at White's Hotel in Chester at the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Chester being the town within which such alterations and improvements are prayed for, thirty days at least before the time appointed for said view, and also caused abstracts of said petition containing the substance thereof to be posted in two public places in Chester said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Western Hampden Times a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view, and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the thirteenth day of September the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view, and having heard the parties, said Commissioners then proceeded to adjourn the further consideration of the petition to the next regular adjourned meeting and from meeting to meeting until Tuesday the fifth day of January then next at which meeting the Commissioners further considered the petition and did then adjudge that common convenience and necessity require that the prayer of the petition should be granted as by the report in writing of said view and adjudication in file appears and after adjudicating as aforesaid, said Commissioners appointed Tuesday the tenth day of August then next and ten o'clock in the forenoon at White's Hotel in said Chester as the time and place when and where they would meet

and proceed to locate said alterations improvements and the said Commissioners having given notice of the adjournment and the time and place appointed for said alterations improvements in the same manner as the notice and publication was given and made, and as is by law in such case made and recorded before proceeding to view except publishing an abstract of said petition instead of a copy thereof, on the said tenth day of August the Commissioners met and proceeded to locate said highway as follows to wit:— Commencing the first portion of the location at a stone monument standing on the easterly side of the Old Centerville Turnpike about three hundred feet southerly of the residence of W. Babcock house, then running North fifteen degrees and a half West four hundred and twelve feet to a stone eighty five feet North of a point in range of the North end of said Babcock house, the line is run and the bounds are set on the Easterly or right hand side of the highway which is laid fifty feet wide. The second part of the location commences at a stone monument on the Easterly side of the aforesaid old Turnpike about four hundred and twenty feet southerly of the house of Joseph Casner, then running South eighty nine and a half degrees West four hundred and twenty six feet to a stone, the highway for this course and distance is fifty feet wide at the commencement and narrows to forty feet wide at the end, Then North eighty two and four sixths degrees West eighty six and a half feet to a stone at a point thirty seven and a half feet from the North Westerly corner of the foundation of Joseph Casner's dwelling house in range of the North side, the line is run and bounds set on the North easterly or right hand side of the location & the same except the first course and distance is laid fifty feet wide. Then North twenty five and four sixths degrees West seventy six feet and nine inches to a stone, then North sixty seven and three quarters degrees West seventy eight feet to an X marked upon a

work. The location location of the first portion of the highway is partly over the old road and partly over the land of Edson Christy, and for the second part of the location is partly over the old road and partly over land of Jack Cramer. The location of the middle is $60^{\circ} 40'$ West.

And now it is ordered that the said town of Christy cause the road aforesaid which is within the limits of the said town of Christy to be worked, made and completed in the most faithful and workmanlike manner and as follows, to wit: Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of 12 inches. And the traveled part thereof must be worked to the width of 17 feet exclusive of the side slopes and of the ditches, so that carriages and teams may pass with safety and convenience over any and every part of the 17 feet aforesaid. The said traveled part of the road must be worked in the center of and parallel to its location without any regard to the additional widths laid out for materials in constructing the road, except near its angles which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches where they are needed, must be constructed entirely without the traveled part of the road of 17 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet at an angle of twenty four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the center line of the crown of the road, they must be worked parallel with the center line of the traveled part of the

road, without unnecessary curvatures in this direction and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills where the road is made partly by embankment and partly by excavation, the road must be crowned in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees, where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveler; the railing must consist of straight handsome chestnut poles not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet and not more than twelve feet distance from each other from center to center. Where the sides of embankments are constructed or covered with substantial well laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splittings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or posts, at least

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in feet in height, in such manner that the chamfered faces will fit and lie close together with the iron bolt aforesaid passing directly through the center of said joining or lapping. On a stone wall built in a substantial and workmanlike manner two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing to be firmly and permanently placed in the embankment with the interior or inside thereof not less than 2 feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said 17 feet for the traveled part of the road. Where the sides of embankments are constructed or covered with substantial, well-laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense, this kind of structure will be required) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height, the inner face thereof being perpendicular. The road must be worked to no greater width than twenty four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial well-laid stone abutments, and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 12 inches in addition, except the span of the arch or arches of a bridge each exceed three feet in the clear, when it may be covered with good chestnut or white

oak, three-inch plank. Whenever a bridge is covered
 with plank the top of the planking must be at
 grade, and a stick of chestnut timber two inches
 on the bottom and inside and sloping to eight
 inches on the outside thereof must be firmly em-
 bedded upon each side of the bridge for securing
 the edges of the plank against from wheels from
 their passage to and from said bridge. All bridges
 must be made twenty feet long, measured at
 right angles with the direction of the road, and be
 substantially and properly sailed to the height
 of three feet, and to the width of not less than 14
 feet between the sailings clear of all obstructions.
 All necessary chicanes must be made of the
 same length as the bridge, and be measured in
 the same manner with good, firm, straight stone
 sides, or abutments not less than 1 1/2 feet apart and
 18 inches high, and be covered with the same
 material, with a top covering of not less than
 twelve inches of good gravel or some other good
 material, and the road over said chicanes
 must be crowned 15 inches in addition. The owners
 of land over which said road is located, retain the
 legal right to construct cattle culverts, or farm bridges
 across and underneath the road for their ac-
 commodation and convenience, provided they do not
 thereby increase the ascent or descent in the gra-
 ding of the road, as hereafter described, and con-
 struct said culverts or bridges in manner prescribed
 for the bridge, and the said culverts when
 placed in must forever after be maintained
 by such owners, their heirs or assigns, in good
 repair and in such condition as to render them
 safe and convenient for the traveler. In grading
 the road aforesaid, care must be used in front
 of any dwelling house or other building where an
 excavation is required, to leave the side bank then
 of nearest said building in the best shape for
 placing in a bank wall if the owner of said build-
 ing shall so elect, otherwise so to slope such side
 bank as to cause the least possible injury to said

building or the circumstances thereof; provided, however, when such passage way cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing, (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said buildings as perfect and as nearly in their present shape as may be. Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely requires it. And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler. And it is further ordered that the grading of the road aforesaid which is within the town of Chester be so worked as not in any place to exceed the angle of ascent or descent from a horizontal line hereafter mentioned. The grade of the first part of the location is to be as nearly uniform as the general nature of the surface of the ground will allow and no part thereof is to exceed a grade of three degrees. The hill near the sawmill of Edmund Truck is to be graded so that the same shall not exceed $4^{\circ}45'$.

The County Commissioners having heard all persons and corporations interested in relation to the question of damages who expressed a desire to be heard thereon considered and adjudged

that the sum of ninety Dollars be paid to
Isabel Barnes \$90.00

And the sum of ten dollars be paid to
Edson Fick \$10.00

After full compensation, after offsetting benefits
for all damage they will sustain as consequence
of the aforesaid location of highway. No other
persons or corporations having appeared to claim
damages and in the opinion of the Commissioners
no one others are entitled to damages therefore
none are awarded. The owners of land over
which a portion of the foregoing highway is
made are allowed until the first day of May
A. D. 1876 to remove their fences therefrom.

And it is ordered by the County Commissioners
that the town of Chester cause the foregoing con-
struction and repairing of highway to be made
and completed in accordance with the foregoing
order and to the acceptance of the County Commis-
sioners on or before the first day of July A. D. 1876.

Wm. M. Lewis }
Lawson Sibley } County Commissioners
John O'Donnell }

All of which by the report of said Commis-
sioners filed among the proceedings on the
aforesaid petition fully appears and now the
said report being read and considered is ac-
cepted and the road established as and for a
public highway.

Report to Chester as to the loss the County Commissioners for the Com-
mittee for relocation of Highway in Westfield

37

The undersigned citizens of the County of
Kamphden respectfully represent that the common
convenience & necessity requires that the newly
constructed road running westerly from the house
formerly owned by Daniel Noble in Westfield
in said County should be changed & altered
from some point near rock cut near the house

of Thomas Conant as to run Northwily & West
to the "New Pochassic Road" at some
point between Benjamin Puleis & the Culbert cross-
ing said Pochassic road & to locate a new
highway from the old Pochassic road near
Culbert Phillips residence to the new Pochassic
road & that certain portions of both the old & new
Pochassic roads should be discontinued.
They therefore pray that said alteration
new location & discontinuance should be estab-
lished by said Commissioners & will ever
pray

Nov. 1894

To the Culbert & others

The foregoing petition was entered at a meeting
of the County Commissioners holden at Spring-
field within and for said County on the fourth
Tuesday of December in the year of our Lord
one thousand eight hundred and seventy-four,
at which meeting the Commissioners acknow-
ledged a place and time for a view of the prem-
ises and directed notice of the same to be given
and said petition was continued from meeting
to meeting to this meeting and now it is
ordered that said petition be dismissed with-
out costs.

To the Honorable County Commissioners of the
County of Hampden

Respectfully represent your
Petitioners Citizens of the City of Woburn

That there is an old roadway now said City
leading from Northampton road to the patch
is called That the Woburn Water Course be
having laid out and opened for public travel
Hampden Street, Lyman and Pine Streets
whereby so much of said old roadway as
lies easterly of said Hampden Street and westerly
of the line of Pine Street will be unnecessary
and it is deemed to close that part of the old

Woburn Water
Course Co. et als
City for change
of Course Woburn
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roadway within such described lines between
Camp and Hampden Streets.

Wherefore your petitioners pray
that so much of said roadway from said Hampden
Street to said Camp Street be discontinued.
Wolcott, Nov. 18, 1894.

Wolcott Water Power Co. by J. A. Chas. T. W. et al.

The foregoing petition was entered at a meeting
of the County Commissioners holden at Spring
field within and for said County on the fourth
Tuesday of December in the year of our Lord one
thousand eight hundred and ninety four at
which meeting the Commissioners appointed a
place and time for a view of the premises and
directed notice of the same to be given and said
petition was continued from meeting to meeting
to the meeting and now it is ordered that
said petition be dismissed without costs.

Wm. H. Flint et al.
City of Worcester
of crossing at
Monson
45.

To the County Commissioners for the County of
Hampden.

William H. Flint and William H. Flint
of Monson in said County copartners and pro-
prietors of a certain railway in said Monson
under the style of the Flint Railway Company
extending from their granite quarry to connect
with the New London and Northern Railroad near the
house of Addison Thompson respectfully represent that
the line of said Flint Railway be surveyed and
in part constructed, crosses two public roads in
said town to wit: one supposed to be a turnpike
leading from Monson to Palmer called the quarry
road and the other a county highway from Mon-
son to Palmer known as the lower road. They
further say that it is necessary that the said
railway should cross the first named of said
roads on the same level with said road and they
pray that they may be authorized so to do and
that your board will prescribe all proper regu-

show for the mode of crossing the said road. They further represent that it will be necessary for the public convenience that said railway cross the last named of said roads over said road and they pray that your Board will determine the mode of crossing the same and pass all necessary decrees as to said crossing and the approaches thereto as you may think just and proper.

Wm. A. Thynk

Wm. A. Thynk by W. A. F.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the 7th Tuesday of April in the year of our Lord one thousand eight hundred and ninety-five. At which meeting the Commissioners, deeming a view of the premises expedient, appointed Monday, the thirty-first day of May there next and nine o'clock in the forenoon, at the Depot of the New London & Northern R.R. Co. in Palmer as the time and place for viewing the premises, and caused a copy of said petition to be served upon the clerk of the town of Monson being the town within which such crossing of highways is prayed for thirty days at least before the time appointed for said view, and also caused abstracts of said petition containing the substance thereof, to be posted in two public places in said town, and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper published in said County said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view, and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view. And on the said thirty-

first day of May the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view, and having heard the parties said Commissioners then proceeded to adjourn the further consideration of said petition to the next regular adjourned meeting of the Commissioners and from meeting to meeting to a regular meeting of the Commissioners held on the first Tuesday of October A.D. 1875 at which meeting the Commissioners adjudged that the prayer of the petition should be granted. And at said meeting the said Commissioners passed the following decree

And now it is ordered that the Sylvest Railway Company be authorized to cross the said town road known as the Quarry road with the tracks of said Company's Railroad on the same level with said road at such point or points as may be convenient to accommodate the business of said Railroad Company: said Railway Company shall at all times keep the crossings over said town road in good repair for the accommodation of the public travel. And it is further ordered that the said Railway Company may cross over the aforesaid highway from Menomonie to Calmar known as the lower road, by a bridge of good and substantial masonry and substructure. The traveled part of the highway shall be excavated so that the same when completed shall be not less than thirteen feet in the clear from the under side of the bridge and be so graded that the grade of the same when completed shall be uniform from the easterly end of the easterly abutment wall to a point thirty eight feet easterly of the center line of the turn of Addison Thompson being one hundred and ninety feet, and also on uniform grade for the distance of one hundred

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and only part Northside of said abutment will be required. The width of the traveled part of the highway when completed is to be not less than thirty feet exclusive of the side slopes and ditches and the same is to be covered about at least twelve inches and all parts thereof which is sandy are to have a covering of some good hardening material of not less than ten inches in thickness the ditches are to be properly constructed for the purposes of drainage and to have proper outlets And it is further ordered that the said Railway Company cause the foregoing order as to construction to be executed on or before the first day of November A.D. 1875.

Wm. M. Lewis }
Lawson Sibley } County Commissioners
John O'Donnell }

To the County Commissioners of the County of Hampden

Selectmen of Agawam
et als Petrs.
(Agawam Ferry)
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The undersigned Selectmen and others legal voters of the Town of Agawam humbly represent that by order of the County Commissioners for said County in the year eighteen hundred and sixty nine the City of Springfield and town of Agawam have maintained a Ferry across the Connecticut River at the Agawam Ferry (so called) at the joint and equal expense of said City and town. Your petitioners respectfully represent that the maintenance of said Ferry in the part of the town aforesaid is unjust and a burden from which the town ought to be relieved in part. Therefore your petitioners ask that your honorable board make such new determination and order as shall seem just and equitable.

J. H. Churchill }
Ralph Adams } Selectmen of Agawam
Seth A. Bennett } et al

The foregoing petition was entered at a

meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord one thousand eight hundred and seventy five and was continued to the June meeting one thousand eight hundred and seventy five at which meeting the Commissioners appointed a place and time for a view of the premises and directed notice of the same to be given and said petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed with costs.

H. H. Bartlett & others
Petition for a new
road in Holyoke
64.

Holyoke March 5 1875

To the Honorable Board of County Commissioners of the County of Hampden

We the subscribers would respectfully represent to your Honorable Body that public convenience requires the laying out of a new road from the North end of Taylor Street in the City of Holyoke to intersect with the old Northampton & Springfield road near the house of Whiting Street in the town of Northampton. Your petitioners would humbly pray that you would view the premises at an early day to hear the parties & lay out such portion of said road as may be in your County.

H. H. Bartlett & others.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord one thousand eight hundred and seventy five and was continued to the June meeting one thousand eight hundred and seventy five, at which meeting the Commissioners appointed a place and time for a view of the premises and directed notice of the same to be given and said petition was continued from meeting to meeting to

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This meeting read and it is ordered that said petition be dismissed with costs.

To the Honorable the County Commissioners of the County of Hampden.

Charles Green et al Petrs for a town way in Westfield 74

Respectfully represent the subscribers inhabitants of the town of Westfield that a certain town way in said town called Meadow Street leading from Elm Street to Main Street is narrow and its boundaries are in some places uncertain and that the public convenience and necessity require that the same should be widened and its boundaries fixed. Your petitioners also avow that they and others made petition to the Selectmen of the town of Westfield to widen said way and alter it in that regard as the common convenience and necessity require but said Selectmen have unreasonably neglected and refused to make such alteration. Therefore we respectfully request & humbly pray your Honorable Bodies to widen said way between Elm & Main streets & ascertain the place & course thereof & estimate the damages according to law.

Charles Green et al

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the 4th Tuesday of June in the year of our Lord one thousand eight hundred and seventy five. At which meeting the Commissioners, deeming a view of the premises expedient, appointed Tuesday the fourteenth day of September then next and nine o'clock in forenoon at the Foster House in Westfield as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Westfield being the town within which such relocation & widening is prayed for thirty days at least before the time appoint

ted for said view, and also caused abstracts of
 said petition, containing the substance thereof, to
 be posted in two public places in said town;
 and also gave notice to all persons interested by
 causing a copy of said petition to be published
 three weeks successively in the Western Canadian
 Times & News Letter a newspaper published in
 said County, said posting and last publication
 of said copy having been fourteen days at least
 before the time appointed for said view, and be-
 fore, and before said view was had said Com-
 missioners gave notice in like manner as de-
 scribed in the foregoing notice of the petition,
 to all persons interested, of the time and place
 for commencing said view. And on the said
 fourteenth day of September the Commissioners
 met at the time and place appointed and
 proceeded to view the premises, and having
 viewed the same the Commissioners then deter-
 mined to hear the parties at the same time of
 said view, and having heard the parties said
 Commissioners then proceeded to consider and
 adjudicate upon the prayer of said petition,
 and after considering the same said Commis-
 sioners did then and there adjudge that the said
 Selectman had unreasonably neglected & refused
 to relocate and widen said town way and
 that common convenience and necessity requires
 that the prayer of said petition should be gran-
 ted. And no persons or corporations having appeared
 to object thereto at the time of said view said
 Commissioners did then proceed to adjourn
 to the next regular adjourned meeting of the
 Commissioners and from meeting to meeting to a
 regular adjourned meeting of the Commissioners
 held on the seventh day of December A.D. 1875 at
 which meeting said Commissioners met & proceeded
 to locate said town way as follows to wit: Commen-
 cing at a post in the Northwest corner of H. Q.
 Clark's house lot in the Easterly line of Elm street
 and 47 1/10 ft. southerly of the foundation of

Then a corner corner highway and running south
 27 degrees 45 minutes East 76 feet to a stone mon-
 ument the width at the commencement is 45 ft
 and at the end of course and distance above given
 is 45 ft Thence South 25 degrees 15 minutes East
 341 ft to a stone monument the width at the
 commencement of course being 43 ft and at the
 end 28 ft Thence South 32 degrees 15 minutes
 East 61 ft to a stone monument 6 ft Easter-
 ly of the Easterly line of Mechanic Street. The
 width at the commencement of last course being
 48 ft and at the end 2 ft (4 ft) Thence
 South 40 degrees East 290 feet to a stone mon-
 ument Thence South 48 degrees East 102 feet to a
 stone monument Thence South 74 degrees East
 110 ft to a monument supposed to be in
 line between O'Brien & Hogan. The width for
 the last three courses above described is 2 ft (4 ft)
 The dwelling houses belonging to P.
 O'Brien & O. Donovan standing partly on the
 highway on the Northerly side are allowed to
 remain during the life of the buildings now
 standing Thence South 36 degrees 15 minutes
 East 283 ft to a monument Thence South
 28 degrees 15 minutes East 689 feet to a monu-
 ment supposed to be in line between John Barry
 and Mrs. Sullivan. Thence South 77 degrees
 East 532 feet to a monument Thence South 2
 degrees 30 minutes East 753 feet to a monument
 Thence by a curve to the right or Southerly from
 the last course as tangent radius 63 feet 40 feet
 measured on chord to a monument Thence on
 tangent course South 33 degrees 10 minutes West
 359 ft to a monument 16 ft Northerly of the
 supposed Northerly line of Main Street produced
 in the Easterly side of Meadow Street. Thence
 on the Northerly & Easterly sides of Market Court
 is allowed to remain until the first day of
 April 1882. The above description is for the
 Southerly & Westerly side of the highway. The
 width at all points when not otherwise spe-

apud is 24 rods (417 ft) Variation of the
needle N. E. West

And now it is ordered that the said town of Westfield cause the road aforesaid which is within the limits of the said town of Westfield to be worked, made and completed in the most faithful and workmanlike manner, and as follows to wit: Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character a top covering of at least 12 inches of good gravel or some other good material (the best that can be obtained in the vicinity whether within or without the location of the road) will be required over the whole width of 18 feet for the traveled part of the road. When the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterwards with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of 12 inches. And the traveled part thereof must be worked to the width of 18 feet exclusive of the side slopes and of the ditches, so that carriages and teams may pass with safety and convenience on any and every part of the 18 feet aforesaid. The said traveled part of the road must be worked in the center of and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater

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magnitude than is hereafter mentioned. The side ditches where they are needed must be constructed entirely without the traveled part of the road or 18 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, or an angle of twenty-four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the center line of the traveled part of the road without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road towards the point of discharge in such manner that no water can permanently stand by the roadside. Over swamp or shadow land where the road is made by embankment, and is liable from its weight, to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankments and partly by excavation, the road must be crowned in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty-five degrees, where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveler; the railing must consist of straight handsome chestnut poles not less in any part than five inches in diameter, and be securely fastened with iron bolts to staves or chestnut posts two feet high above the face of

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material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 12 inches in addition, except the span of the arch or arches of a bridge each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. When a bridge is covered with plank the top of the planking must be at grade and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty-two feet long, measured at right angles with the direction of the road, and be substantially and properly cased to the height of three feet, and to the width of not less than 18 feet between the railings clear of all obstructions. All necessary chuceways must be made of the same length as the bridge, and be measured in the same manner, with good firm straight stone sides or abutments not less than two feet apart and 18 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road on said chuceways must be crowned 12 inches in addition. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise, so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto, provided however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for

that purpose. If however an embankment is directed in front of a dwelling house or other building it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing, for in such case no railing can be allowed, and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the travel. And it is further ordered that the grading of the road aforesaid which within the town of Westfield be so worked as not in any place to exceed the angle of ascent or descent from a horizontal line hereafter mentioned. And said grading is as follows, to wit: the grade is to be as nearly uniform as the general nature of the surface will admit of, avoiding all unnecessary undulations.

The County Commissioners having heard all persons and corporations interested in relation to the question of damages who expressed a desire to be heard thereon consider and adjudge that the sum of Seventy-five dollars be paid to Patrick Shean \$75.00 in full compensation for all damages he will sustain in consequence of the aforesaid location of turnway. And no other persons or corporations in the opinion of the Commissioners being enti-

that to any change by the aforesaid location of townway, no other award is made. The owners of land over which said location of townway is made, are allowed until the fifteenth day of April A.D. 1896 to remove their fences and trees therefrom. And it is further ordered by the County Commissioners that the said town of Westfield shall cause the foregoing construction and repair of road in accordance with the foregoing order to be completed to the acceptance of the County Commissioners on or before the first day of July A.D. 1896.

Wm. M. Lewis }
Lawson Sibley } County Commissioners
John O'Donnell }

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears, and now the said report being read and considered is accepted, and the road established as and for a public highway.

To the County Commissioners of the County of Hampden:

Represent the subscribers citizens of the town of Westfield in said County that the bounds of the highway in said town known as the Southern Montgomery road between the Cocke's Street so called and the Montgomery Road leading past the Town or Prospect Hill School house, are uncertain crooked and encroached upon, the road in some places narrow and inconvenient to travelers and the common convenience and necessity of the public require that the road should be widened the bounds ascertained and defined for the safety of the public. We therefore pray that your honors will view the premises mentioned and fix the bounds of the road and if necessary relocate and widen it between the termini so as to make it su-

Ed. S. Eggleston &
also Peter Jones
location of highway
in Westfield
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table for the common convenience and necessity
of the public according to law
Westfield Sept. 6th 1875

J. S. Egberton & others

The foregoing petition was entered at a meeting
of the County Commissioners holden at Springfield
within and for said County on the 7th Tuesday
of June in the year of our Lord one thousand
eight hundred and seventy five. At which meet-
ing the Commissioners deeming a view of the
premises expedient, appointed Monday the ele-
venth day of October then next and twelve o'clock
~~in the noon~~ at the Foster House in Westfield as
the time and place for viewing the premises and
caused a copy of said petition to be served upon
the clerk of the town of Westfield being the town
within which such relocation widening is prayed
for, thirty days at least before the time appointed
for said view, and also caused abstracts of said
petition containing the substance thereof, to be pos-
ted in two public places in said town, and
also gave notice to all persons interested by caus-
ing a copy of said petition to be published
three weeks successively in the Springfield Daily
Union a newspaper published in said County,
said posting and the last publication of said
copy having been fourteen days at least before
the time appointed for said view, and before
said view was had, said Commissioners gave notice
in like manner as described in the foregoing no-
tice of the petition to all persons interested, of the
time and place for commencing said view. And
on the said eleventh day of October the Commission-
ers met at the time and place appointed, and
proceeded to view the premises and having viewed
the same the Commissioners then determined to
hear the parties at the same time of said view, and
having heard the parties said Commissioners then
proceeded to consider and adjudicate upon the
prayer of said petition, and after considering

the same said Commissioners did then and there
 adjudge that common convenience and necessity
 require that the prayer of the petition should
 be granted. And no persons or corporations having
 appeared to object thereto at the time of said
 view, said Commissioners did on the seventh
 day of December then next proceed to locate
 said highway as follows, to wit: Commencing
 at a stone monument on the Westerly line of the
 A. K. & A. Company's land on the Northerly line
 of a highway crossing said Company's land lo-
 cated on petition of A. C. Parker & others and run-
 ning North two (20) degrees West Three hundred
 ninety six and one half (396½) feet to a stone monu-
 ment. Thence by a nineteen (19) degree curve
 (radius 303 ft) to the right or Easterly, one hun-
 dred & eighty nine and one half (189½) feet to a stone
 monument. Thence North twenty six (26) de-
 grees East three hundred & forty two (342) feet
 to a stone monument on range of the South-
 ern side of the foundation to the Grass Hill
 School house & 38½ ft. Westerly of said founda-
 tion. Thence North thirty seven & three quar-
 ters (37¾) degrees East two hundred & eighteen
 (218) feet to a stone monument at the intersec-
 tion of the Northerly line of the old Montgom-
 ery road & the Easterly line of Crown Street
 (so called). The above description is for the Eas-
 terly line of the highway the width being
 three (3) rods excepting for the last course
 distance. The Westerly line of the highway
 for the last course commences at a point 3
 rods Westerly of the monument (38½ ft. Wes-
 terly of School house foundation) & at right
 angles with the backward course runs on same
 course North twenty six (26) degrees East to
 the intersection of the Southerly line of Cochran
 Road (so called). All the land lying between
 the Westerly line above described & the last
 course on the Easterly side is to be included
 in the highway. Variation of the middle

North 10° West

The County Commissioners having heard all persons and corporations interested in relation to the question of damages who expressed a desire to be heard thereon considered and adjudged that the sum of one hundred dollars \$100.00

shall be in full compensation for all damage they will sustain in consequence of the aforesaid location of highway. No other persons or corporations having appeared to claim damages and none others in the opinion of the Commissioners being entitled to damages, therefore no other award is made. The owners of land over which a small portion of the foregoing location of highway is made are allowed until the first day of January A.D. 1876. to remove their fences and trees therefrom

Wm. M. Lewis }
Lawrence Sibley } County Commissioners
John O'Donnell }

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears, and now the said report being read and considered is accepted and the road established as and for a public highway

Benj Cotton Pet.
for cet of dam
ages

li.

To the County Commissioners of the County of Hampden in the Commonwealth of Massachusetts
Your petitioner, Benjamin Cotton of West Springfield respectfully represents that he is the owner of certain real estate in said West Springfield being the Darby Brook lot, so called, bounded Easterly on the road leading from the meeting house to the residence now formerly occupied by Philip Pegg, westerly on an old road, westerly & southerly on the road to Ameterson, so called, and partly by land now or formerly of H. Smiths. Also one other tract

October Meeting 1875

bounded Southwesterly, Easterly and Northerly by
the highway Westerly by land of your petitioner
That the West Springfield Aqueduct Company
a corporation established by law, for the purpose
of supplying said town of West Springfield
with pure water did take the lands of your
petitioner under the provisions of chapter 18
of the Acts of 1875 That your petitioner is
greatly injured in his property by the acts
of said corporation, and failing to agree with
said corporation as to the amount of damages
asks that they be assessed & determined by
your honorable board

Benjamin Cotton

By Stearns, Knowlton & Co. his Attys

Commonwealth of Massachusetts
Hampden ss.

At a meeting of the County Commis-
sioners holden at Springfield, on the seventh
day of September, A.D. 1875, upon the petition
aforesaid it is ordered, that the Commissioners
do meet for the purpose of acting upon said
petition, at the Court House, in Springfield, a-
foresaid, on Tuesday, the twelfth day of Octo-
ber next, at nine o'clock A.M. and that the
petitioner cause a copy of said petition and
this order thereon to be served upon the West
Springfield Aqueduct Company, fourteen days
at least before the said twelfth day of October,
that they may appear and be heard upon said
petition

Attest

Robert O. Morris Clerk

On said twelfth day of October both parties
appeared at the time and place appointed and
after hearing of the matter, nominal damages
were assessed in the sum of one dollar. It is there-
fore considered by the said County Commissioners
that the said Benjamin Cotton recover judgment

against the said West Springfield Aqueduct Company for the sum of \$10.00.

A Bartholomew
Petitioner for assent of
damages
\$10.00

To the County Commissioners of the County of Hampden:

Respectfully represents Andrew Bartholomew of West Springfield, in said County, that he is the owner of a certain parcel of land, situated in said West Springfield, and bounded and described as follows: South by the highway. East on land now or formerly of J. M. Eldridge. North on land now or formerly of Asaph Burlbark and on the West by land now or formerly of Francis White; that on said land he has caused to be erected and maintained a Saw and Grist Mill which are operated by a brook running through said land; that the West Springfield Aqueduct Company a corporation duly established and having its principal place of business in said West Springfield has by virtue of the Act of the Legislature of this Commonwealth of the Acts of 1875 Ch. — taken the water of said brook and have diverted the same from its natural channel to their own use; whereby your petitioner has been greatly damaged, and your petitioner and the said corporation has failed to agree together as to the amount of said damages.

Wherefore your petitioner prays that after due notice to said Corporation, your Honorable Body will proceed to ascertain and assess to him the damages he has sustained by the Acts of said Corporation as aforesaid.

Springfield Sept 7, 1875.

A Bartholomew

By Atty Leonard & Wells

Commonwealth of Massachusetts
Hampden ss.

At a meeting of the County Commis-

since, holden at Springfield, on the seventh day of September, A. D. 1895 upon the petition aforesaid, it is ordered that the Commissioners meet for the purpose of acting upon said petition, at the Court House, in Springfield aforesaid, on Tuesday, the fifth day of October next, at nine o'clock A. M. and that the petitioner cause a copy of said petition and this order thereon to be served upon the West Springfield Aqueduct Company, fourteen days at least before the said fifth day of October, that they may appear and be heard upon said petition.

Attest

Robert C. Morris Clerk

On said twelfth day of October both parties appeared at the time and place appointed and after hearing of the matter, nominal damages were assessed in the sum of one dollar. It is therefore considered by the said County Commissioners that the said A. Bartholomew recover judgment against the said West Springfield Aqueduct Company for the sum of \$1.00.

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned citizens legal voters of the town of Southwick in said County, that the common convenience & necessity require that the new highway located by said Commissioners in said town of Southwick commencing near the house of J. E. Webb in said Southwick & running westerly to near the house of Chauncy E. Kent in said Southwick, should be discontinued & the order of construction revoked.

Wherefore your petitioners pray that your Honorable Board will now said road at your earliest convenience & that you will discontinue said way & revoke said order of construction.

John Boyle & als
Petrs for discontinuance of Highway in Southwick
86

Instructions

Southwick September 3rd 1875

John Doyle & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the 4th Tuesday of June in the year of our Lord one thousand eight hundred and seventy-five, and was continued to this meeting. And now it is ordered that said petition be dismissed with costs.

Eli P. Cook et al
Petrs for estimation
of damages

vs

Springfield & Longmeadow
R.R. Co.
18

To the County Commissioners for the County

The undersigned respectfully represents that the Springfield & Longmeadow Railroad Co. has located their road over his land in Springfield, bounded Southwily by the South Wilbraham road, Westwily by the heirs of William Fuller, Northwily by a ditch & Easterly by land of John Kimberly & C. D. Lyman.

He therefore prays that you will estimate the damages sustained by him by reason of said location of said railroad. And as the said land is owned by his mother Pamela P. Cook in common with himself he prays on her behalf that her damages may also be estimated.

Springfield Sept 25 1875

Eli P. Cook

Upon the foregoing petition the County Commissioners having caused due notice of the time and place when and where they would meet to view the premises, met on Tuesday the seventh day of December A.D. 1875 and having viewed the same the Commissioners then proceeded to adjourn the further consideration of said petition to Thursday the ninth day of said December at which meeting the petitioners appeared by their attorney Henry Morris and the respon-

and appeared by the Attorneys Stearns & Hamilton
and after fully hearing the parties and due
consideration had thereon, said Commissioners
do now and determine that the said Spring-
field & Longmeadow Railroad Company shall
pay to the said Pamela E. Cook and Eli P.
Cook the sum of one thousand dollars.
And it is ordered that the said Railroad
Company cause a suitable farm crossing to
be constructed & maintained across the tracks of
said Company's Railroad at such point upon
the land of the petitioners as shall be convenient
for the purposes of said crossing.

Lawson Eubank being disqualified to act as
County Commissioner on account of residence,
Solomon C. Spellman Special Commissioner
was called and acted in his stead.

Wm. M. Lewis	} County Commissioners Special Commissioners
John O'Donnell	
Solomon C. Spellman	

The following persons are allowed the sum
set against their names for damages to land
for highways amounting to the sum of
\$1435.00, and the same are ordered to be paid
from the County Treasury.

Land Damages

J. R. Cook	\$100.00
John T. Knott	250.00
Joseph Warner	90.00
Oliver Root	45.00
Isiah F. Webb	115.00
David Hunter	435.00
Alfred F. Webb	315.00
John Mason	125.00
	\$1435.00

(October 12) The County Commissioners having
examined the T. Bridge and its approaches, erec-
ted by the Boston and Albany Railroad at
Russell under the provisions of Sec. 3 Chapter

Acceptance of
Judge
1888

293 of the Acts and resolves of the year A.D. 1873, order that the same be accepted.

Additional Land
Surveys

(Peter Benoit)

October (n.) An additional sum of \$50. allowed Peter Benoit for damages caused by the location of highway upon the petition of the Selectmen of Agawam.

Expenses for com-
pleting highway
on petition of
Joseph W. Rockwell
& als.

November (6) It is ordered that the expenses and charges of completing the highway, laid upon the petition of Joseph W. Rockwell & others in the town of Southwick at the meeting of the County Commissioners holden on the fourth Tuesday of December A.D. 1874 amounting to the sum of one thousand one hundred sixteen dollars and fifty cents be paid from the County Treasury and that notice of the same be given to the Town of Southwick.

Acceptance of
Highway upon
petition of J. W.
Rockwell

November (6th) Highway located and ordered upon the petition of J. W. Rockwell is accepted.

Nov 16th) Highway located and ordered upon the petition of Selectmen of Agawam is accepted.

Oliver Root &
warden, damages
occasioned by the
location of highway
on petition of
J. W. Rockwell

Dec. 7th.) Upon review of the question of damages occasioned by the location of the highway in Southwick on petition of Joseph W. Rockwell & others, it is adjudged that the sum of forty dollars be paid to Oliver Root the same being in addition to a former award of \$5.00 in full of all damages occasioned by the location of said highway.

County Treasurer's
account of the
sinking fund.

Nov. 16th) The County Treasurer is directed to transfer sixteen thousand dollars (\$16,000) to the account of the sinking fund.

Accounts

Sundry accounts being now presented are allowed.

October Meeting 1865

amounting to the sum of Eight Thousand five hundred, sixty eight dollars fifty six cents and the same are ordered to be paid from the County Treasury.

\$5386

To the County Commissioners of the County of Hampden

Samuel A. Ellis
Petitioner for estimation
of damages.

Respectfully represents Sam-
uel A. Ellis of Longmeadow in said County
that he is the owner of a certain tract of land
situate in said Longmeadow, bounded on the
North by land of David Lathrop and S. B.
Chapman, on the East by the highway leading
from East Longmeadow to the Shakers and
land of Horatio Coddard, on the South by land
of the Church family of Shakers and land of
Sumner W. Bates and on the West by land
of A. Hunt and land of the North Family
of Shakers. The same being subject to a
mortgage to the North Family of Shakers.
That the Springfield and New London Rail-
road Company, a railroad corporation estab-
lished under the laws of the Commonwealth,
and having usual place of business in Springfield
in said County and being authorized to take
land for and construct a railroad in said Long-
meadow has located its road over and upon the
aforesaid land of your petitioner and have ta-
ken a portion thereof for the purpose of their road,
the tract so taken being indicated on the plan of
location now on file in the
office of the Clerk of Courts for said County. And
your petitioner avers that he has been damaged
by the location of the said road and the taking
of his land as aforesaid, and humbly makes
application to your Honorable Board to estimate
and determine the amount of damage sus-
tained by him by the location of said road and
the taking of the land aforesaid, in the manner
and in accordance with the provisions of law in
such case made and provided.

Longmeadow Aug 16th 1875

Samuel B. Ellis

The foregoing petition was entered at the June meeting 1875 when by consent of parties the petition was amended by adding thereto the following words

And your petitioner represents that it is necessary to the convenient use and improvement of the lands through which the said railroad Company has located its road, that a two way and gates and cattle guards be constructed at the place where said railroad, as located, crosses a lane which runs Westward from upon petitioner's house and house, and that a passage way sufficient for the use of cattle be made under said railroad at the place where the railroad, as located, strikes a pond of water on his said land. And therefore prays that said Railroad Company be required to establish, maintain a two way and suitable gates at the crossing of said lane, and to establish and maintain a suitable passage way for the use of cattle under said railroad at said pond. And to place the cattle removed in constructing said passage way against the East bank of the track on the East side of the said railroad.

And your petitioner prays that said railroad Company be required to establish said gates, two way and passage way, forthwith. And said petition was continued to this meeting and now upon the foregoing petition the County Commissioners having caused due notice of the time and place when and where they would meet to view the premises met on Tuesday the seventh day of September A.D. 1875 and having viewed the same, the Commissioners then proceeded to adjourn the further consideration of said petition to Tuesday the seventh day of December, then next, at which meeting the petitioner appeared by his Attorney C. D.

October 1875

And the respondent appeared by its attorneys Stearns and Throther, and after fully hearing the parties and due consideration had thereon, said Commissioners do award and determine that the said Springfield and New London Railroad Company shall pay to the said Samuel B. Ellis the sum of One Hundred and twenty five Dollars. And it is ordered by the County Commissioners that the aforesaid Railroad Company cause to be constructed and maintained at a point where the lane of the petitioner crosses the location of said Railroad Company's tracks a good and sufficient farm crossing with properly graded approaches thereto said Company shall also construct and maintain good and sufficient Cattle Guards on either side of said crossing and shall also construct and maintain good and sufficient gates to prevent stock from passing at will over said farm crossing. And it is further ordered that the aforesaid Railroad Company cause a passage way to be constructed and maintained under the tracks of said Company's Railroad at a point opposite the center of the small pond or pool of water on the land of the petitioner Northerly of the aforesaid farm crossing: said passage way is to be constructed of good and permanent masonry and when finished to be not less than five feet wide in the clear and to be of sufficient height for the passage of all kinds of farm stock, said passage way is to be provided with properly graded approaches thereto so as to be easily accessible for the passing of stock.

And it is ordered by the County Commissioners that said Railroad Company cause the said farm crossing and passage way to be made and completed in accordance with the foregoing order on or before the fifteenth

1875

day of April 22nd 1875

Lauron Sibley being disqualified to act as County Commissioner on account of residence S. C. Spellman Special Commissioner was called and acted in his stead

Wm. H. Lewis	}	County Commissioners
John O'Donnell		
Solomon C. Spellman		

Land Damages

At a regular meeting of the County Commissioners held at the Court House at Springfield on Tuesday Oct. 5. 1875 upon a further consideration of the question of damages occasioned by the location of a highway in the town of Southwick upon the petition of Joseph M. Lockwell and others it was ordered that fifty dollars additional damages be paid to J. E. Webb.

Wm. H. Lewis	}	County Commissioners
Lauron Sibley		
John O'Donnell		

Worcester December 16th 1875

Judgment is entered up according to reports and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest
Robert O'Meara Clerk

Commonwealth of Massachusetts

Worcester

A meeting of the County Commissioners begun and holden at Springfield within and for the County of Worcester on the fourth Tuesday of December being the twenty eighth day of December in the year of our Lord one thousand eight hundred and seventy five and by adjournment on the fifth day of January in the year of our Lord one thousand eight hundred and seventy six.

Present William Morris } Chairman
Lawson Sibley } County
John O'Donnell } Commissioners.

And by adjournment on the fifth day of January to the twelfth day of January by adjournment on the first, eighth and twelfth days of February and by adjournment on the second day of March in the year of our Lord one thousand eight hundred and seventy six.

Present Lawson Sibley } Chairman
John O'Donnell } County
Lucius F. Thayer } Commissioners.

Lucius F. Thayer Esquire, having been declared by the board of Examiners, elected County Commissioner for the term of three years and having been duly sworn appears on the said fifth day of January and the board consisting of Lawson Sibley, John O'Donnell and Lucius F. Thayer Esquires proceed to the choice of chairman. The whole number of votes cast is three of which Lawson Sibley Esquire has two and is chosen chairman of the board for the year ensuing.

To the Honorable the County Commissioners of the County of Worcester.

Respectfully represents Lewis P. Brewster of Woburn in said County of Worcester, that he is the owner of a household in

Lewis P. Brewster
Petitioner for estimation
of Damages

trust with a right to dig clay and make brick from the land itself, in certain real estate situated in said Holyoke, of which said land the owner has an interest as in the Holyoke Water Power Company a corporation duly established at said Holyoke, and which land is included in the property described in a petition now on file requesting your honorable body to assess damages suffered by the location of the Holyoke & Westfield Railroad numbered 8 on the files of your Honorable Body. And your petitioner alleges that a description of said real estate in which he has an interest as aforesaid is as follows Beginning at the point of intersection of the Westerly line of the upper canal so called with the Northerly side of Jackson street and thence running Northwesterly on said Jackson street six hundred & sixty feet to the Easterly line of High street Thence North easterly on said High street six hundred feet Thence South easterly on a line parallel with said Jackson street six hundred and sixty feet to said Westerly line of said canal, thence Southwesterly on said Westerly line of said canal six hundred feet to the place of beginning containing more or less. Said household interest to continue until the first day of January A.D. 1874 and carrying with it the right to dig up & use for the manufacture of bricks any portion of the clay included within said limits.

Your petitioner further avers that he has made expensive erections & preparations upon said land for the manufacture of bricks and that the Holyoke & Westfield Railroad Company a corporation duly established by law has laid out and constructed a railroad across said lands whereby your petitioner has been greatly damaged in his interest in said real estate and the same has been greatly depreciated in value.

Wherefore he respectfully requests & humbly prays your honorable body to estimate and assess

December 1871

his damages by reason of the said laying out
and construction of said railroad in accordance
with the proceeds of law.

Lewis I. Brewster

By Stearns & Snow Attorneys City

The Holyoke & Westfield Railroad Company
hereby waives all notice or right to notice on
the above petition & hereby appears in answer
thereto, not waiving any time to which we
would be entitled in legal service.

Oct. 28. 1871.

Holyoke & Westfield Rail Road Co.

By W. C. Pearson City.

The foregoing petition was entered at a
meeting of the County Commissioners holden at
Springfield within and for said County on
the 1st Tuesday of Oct. in the year of our
Lord one thousand eight hundred and seventy
one and was continued from meeting to meet-
ing to this meeting and now it is ordered
that said petition be dismissed with costs.

To the County Commissioners of the County of Hampden
of Springfield.

At a meeting of the Mayor and Al-
dermen of the City of Springfield held on the
ninth day of July A.D. 1872 it was
Resolved that it is the opinion of the Mayor and
Aldermen of this city that it is necessary for the
security and convenience of the public that
the method of crossing the Boston and Albany
Railroad at Amory Street should be so altered
that said street may pass over said railroad
above the grade of said railroad, and that
the County Commissioners be asked to take the
steps proper to effect such alteration. Pursuant
to the above resolution, your petitioners pray
that such proceedings may be had as Chapter
262 of the Acts of 1872 require.

Mayor & Aldermen
of Spfd. City
for alteration of
the crossing of the
B & A R.R. at Am-
ory Street

11.

Mayer and Aldermen of Springfield.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Thursday of January the year of our Lord one thousand eight hundred and seventy two. At which meeting the Commissioners appointed a place and time for a view of the premises and directed notice of the same to be given, and said petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed with costs.

Mayer & Aldermen
of Springfield Pet.
To extend Dought
Street.

20.

June 24. 1873

To the County Commissioners of the County
of Hampshire.

The undersigned Mayor and Aldermen of the City of Springfield respectfully ask your permission to lay out a street as extension of Dought Street in said City over or under the tracks of the Boston and Albany Railroad.

Springfield June 24. 1873

Mayer & Aldermen of the City of Springfield.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Thursday of June in the year of our Lord one thousand eight hundred and seventy three. At which meeting the Commissioners appointed a place and time for a view of the premises and directed notice of the same to be given, and said petition was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed with costs.

Deputy Notary
Selectmen of Agawam
Petition for
alteration of High-
way in Agawam.
25.

To the County Commissioners of the County of
Hampden.
Gentlemen.

The undersigned selectmen of the town of
Agawam in said County, represent, that the
County road leading from Agawam Ferry
to its connection with the distillery of Messrs.
Porter & Adams, with the road leading from the
Agawam bridge through the Center of Agawam
to Connecticut line, is narrow and crooked
in many places, and that public convenience
and necessity require that said road should
be located anew.

The undersigned respectfully request your
board to appoint a day when you will
view and determine what alterations shall be
made in the location of the same.

Selectmen of Agawam.
Agawam May 30th 1874.

The foregoing petition was entered at a meet-
ing of the County Commissioners holden at
Springfield within and for said County on
the second Tuesday of April in the year
of our Lord one thousand eight hundred and
seventy-four. At which meeting the Commis-
sioners appointed a place and time for a
view of the premises and directed notice
of the same to be given and said petition
was continued from meeting to meeting to
this meeting and now it is ordered that
said petition be dismissed with costs.

Cornelius Hurlbut
Attest Peter J. Jany
ss.
City of Holyoke.
34.

Commonwealth of Massachusetts
To the Honorable the County Commissioners
of the County of Hampden.
Your petitioners Cornelius
S. Hurlbut, Hurlbut & Allen and Peter Allen
all of Springfield in said County, respect-
fully represent that the town of Holyoke now

the City of Kelyoke and County under and by virtue of the provisions of Chapter 61 of the Acts of the year 1872 took and now hold the waters of Ashleys and Wrights ponds, so called, in said Kelyoke and the waters which flow into and from the same for the purpose of supplying said town of Kelyoke with pure water and to this end did erect dikes across buildings, fences & other structures, that your petitioners were owners of large and extensive tracts of lands about said ponds and the streams flowing therefrom a description of which will be found in the various copies of the deeds hereto annexed. of large and valuable water powers and upon said lands had been erected extensive and valuable buildings and structures. That by reason of the taking aforesaid your petitioners were greatly damaged and being unable to agree with the town upon the amount of such damages, your petitioners petitioned your honorable board to assess the damages resulting to them by reason of the same. That their petition containing a full description of the lands owned by them was filed on the 4th Tuesday of June 1873 and upon a hearing had upon said petition on the 1st day of October 1873 your honorable board did make a pro forma assessment of said damages of one dollar. And your petitioners respectfully represent that they are aggrieved by the doing of your honorable board in the estimation of said damages and humbly pray that they may have a jury to settle the same.

Cornelius H. Hulbert & others

By Eliza Stearns & Knowlton.

The foregoing petition was entered at the meeting of said County Commissioners holden for said County on the fourth Tuesday of June 1873 then and eight hundred and seventy four, where it was ordered that the petitioners give notice to the said City of Kelyoke to appear before the

County Commissioners at the Court House in Springfield in said County on Monday the fifth day of October next at eleven o'clock in the forenoon by serving them with an attested copy of said petition and of this order fourteen days at least before said fifth day of October that they may then and there show cause why the grant of said petition should not be granted.

On said fifth day of October ^{if was ordered} that a warrant for a jury be issued, and a warrant was duly issued requiring the Sheriff of said County or his deputy to summon a jury to hear and determine the matter of the petition, and this petition was continued from meeting to meeting until this meeting and now neither party is entered.

To the County Commissioners of the County of ^{Greenwich} ~~Rampden~~ ^{Cowles} ~~Chals~~ ^{Chals} ~~Westfield~~ ^{Westfield}

The undersigned citizens of Westfield in said County respectfully represent that the public convenience and necessity require that a highway shall be established in said Westfield commencing at or near the ledge or quarry of John Scullys on the new highway leading to Cochassee District in said town located by your Board upon the petition of A. C. Parker and others, thence running Westwardly Northwardly of the house of Thos. Coughlins and ending on the old road leading past the house of Wm. C. Morse near the Railroad crossing Easterly of said Morse's house. Also to locate and establish another new highway commencing on the old Cochassee road, at some convenient point near the residence of Mrs. G. A. Phillips in said town, thence running Northwardly and intersecting at some convenient point with the new contemplated road in this petition. And also to discontinue such parts of the old highway and also such parts of the new highway located by you

new highway in Westfield

121
The road upon which of Old Poles and others as
will be rendered unnecessary by this location, and
also to discontinue so much of the Northbury (Khos-
sic) road leading past the house of Thompson.
The Poles is like between the Eastern line of said
Poles farm and the infield road is called
And will soon be away.

Westfield Nov 2nd 1874

Rodney C. Crooks & others

The foregoing petition was entered at a meeting
of the County Commissioners holden at Springfield
within and for said County on the first Tuesday
of October in the year of our Lord one thousand
eight hundred and seventy four and was con-
tinued until the December meeting one thou-
sand eight hundred and seventy four. At which
meeting the Commissioners appointed a place
and time for a view of the premises and direc-
ted notice of the same to be given and said
petition was continued from meeting to meeting
to this meeting and now it is ordered that said
petition be dismissed with costs.

Thos. C. Bates et
al Poles for
relocation of high-
way in Westfield

38

To the County Commissioners of the County of
Hampden:

Represent the subscribers, citizens & free-
holders of the Town of Westfield in said County
that the bounds of the highway in said town
called Court Street between the Green at the
corner of the homestead of the late James
Fowler on the East, and the house of Mrs
Knowles on Pine Hill, are uncertain, crested
& encroached upon; the street in some places
narrow and inconvenient to travellers and the
common convenience & necessity of the public re-
quire; that the road should be widened, the
bounds ascertained & defined for the safety of
the of the public.

We therefore pray that your honors
will view the premises, monument and fix

The Board of the Street and of necessary to locate it between the termini, so as to make it suitable for the common convenience and necessity of the public according to law.

Westfield July 10. 1891

Wm. H. Bates & others

The foregoing petition was entered at a meeting of the County Commissioners held at Springfield within and for said County on the first Tuesday of December in the year of our Lord one thousand eight hundred and ninety four. At which meeting the Commissioners viewing a view of the premises in question, appointed Tuesday the ninth day of February then next and eight o'clock in the forenoon, at the Foster House in Westfield as the time and place for viewing the premises, and caused a copy of said petition to be served upon the clerk of the town of Westfield, being the town within which such relocation is prayed for, thirty days at least before the time appointed for said view, and also caused abstracts of said petition containing the substance thereof, to be posted in two public places in said town, and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view, and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said ninth day of February the Commissioners met at the time and place appointed, and proceeded to view the premises and having viewed the same the Commissioners then determined to hear the parties at the time of said

and having heard the parties, said Commissioners then proceeded to adjourn the further consideration of the matter, to the next regular adjourned meeting of the Commissioners holden at Springfield on the sixth day of April A.D. 1875 and on said sixth day of April after due consideration had thereon said Commissioners did adjudge that common convenience & necessity required that the prayer of said petition should be granted and after adjudicating as aforesaid, said Commissioners appointed Wednesday the second day of June then next and came out in the forenoon at the Foster House in said Westfield as the time and place when and where they would meet and proceed to relocate said highway, and the said Commissioners having given notice of the adjudication and the time and place appointed for said relocation in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said ninth day of June the Commissioners met and proceeded to adjourn to the next regular adjourned meeting of the Commissioners from meeting to meeting to a regular meeting of the Commissioners holden on the fourth Tuesday of December A.D. 1875 at which meeting the Commissioners met & proceeded to relocate said highway as follows to wit: Commencing at the Northeast corner of the house lot of the late James Foster Esq. and 71 $\frac{1}{2}$ feet North 28 degrees 5 minutes West from the Northwest corner of the base of the soldiers monument (stone monument set on line of said street one foot West of above described point) Thence North 78 degrees West 144 ft. to a stone monument Thence 0-23 minutes right North 77 degrees 3 minutes West 302 $\frac{1}{2}$ ft. to a stone monument

about one foot West of the line between S. Fowler and S. J. Allen. Thence 10 minutes right North 77 degrees 15 minutes West 344 ft to an iron monument on or near the East side line of Washington Street. Thence one degree 5 minutes left North 78 degrees 10 minutes West 50 ft to an iron monument on or near the West side line of Washington Street. Thence one degree 4 minutes left North 80 degrees 14 minutes West 248 ft to a stone monument about one foot West of the East side line. Thence 3 minutes left North 83 degrees 5 minutes West 81 ft to an iron monument in the Easterly line of Day Avenue produced and 55 ft from the Southerly line of said street measured in line of said Easterly line of Day Avenue. Thence 1 degree 32 minutes left North 85 degrees 36 minutes West 105 ft to an iron monument in the division line between H. Winchester and H. C. Smith. Thence one degree 14 minutes left North 86 degrees 50 minutes West 157 ft to an iron monument in the division line between H. C. Smith and W. L. Bates right of way. Thence 2 degrees 53 minutes left North 89 degrees 53 minutes West 48 ft to a stone monument. Thence 5 degrees 4 minutes left South 84 degrees 10 minutes West 42 ft to a stone monument in the division line between the First Congregational Parsonage and Henry Taylor. Thence 2 degrees 7 minutes left South 81 degrees 5 minutes West 18 ft to an iron monument on Henry Taylor's Easterly line. Thence 55 minutes left South 80 degrees 18 minutes West 247 ft to an iron monument at or near the West side line of Bates Street. Thence one degree 18 minutes left South 81 degrees 36 minutes West 57 ft to an iron monument in the range of the West side of S. E. Cook's dwelling house and 14 ft South of the foundation. Thence 55 minutes right South 81 degrees 31 minutes West 57 ft

set to an iron monument in or near the
 division line between D. S. (East and M. C. Bates)
 Thence one degree 42 minutes right $52\frac{3}{4}$ ft
 course South 17 degrees 30 minutes West to an
 iron monument in the Westerly line of Chestnut
 Street Thence 54 minutes right South 86 de-
 grees 12 minutes West $52\frac{3}{4}$ ft to an iron monument
 Thence 2 degrees 46 minutes right
 South 87 degrees 58 minutes West $85\frac{3}{4}$ ft to a
 stone monument Thence 3 degrees 50 minutes
 right North 88 degrees 10 minutes West $20\frac{1}{2}$ ft
 to a stone monument Thence one degree 44 min-
 utes right North 86 degrees 23 minutes West
 $82\frac{3}{4}$ ft to the Easterly line of High Street stone
 monument set one foot Easterly Thence 5 degrees
 30 minutes West $121\frac{1}{4}$ ft North 80 degrees 33 min-
 utes West to M. C. Van Dusen's Westerly line at
 an iron monument Thence 3 degrees 38 minutes
 right North 77 degrees 14 minutes West 83 feet
 to a monument at the commencement of a
 location made by the County Commissioners
 in relation of Samuel Norton & others.
 The above description is for the Northerly line
 of said street.

The Easterly line of said street commences
 at the Northwest corner of the Morgan Block
 (so called) and runs Easterly on the range of the
 Northerly side of said Block $128\frac{3}{4}$ ft to a
 monument at or near the line of Broad St.
 Also commencing at the above described cor-
 ner of the Morgan Block, and running
 North 74 degrees 52 minutes West $55\frac{3}{4}$ ft
 to the Easterly line of Chestnut Street stone
 monument set 1 ft Easterly Thence 22 minutes
 left North 75 degrees West $51\frac{3}{4}$ ft to a stone
 monument in the Westerly line of Day Avenue
 Thence 3 degrees 11 minutes left $57\frac{3}{4}$ ft
 North 78 degrees 11 minutes West to an iron
 monument Thence 8 degrees 42 minutes left
 North 86 degrees 53 minutes left 104 ft to an
 iron monument Thence (curve) 7 degrees 5-

monument left South 25 degrees 50 minutes West 107 ft. it is an iron monument. Thence 2 degrees 31 minutes left South 13 degrees 50 minutes West 50 feet to the Easterly line of Noble Avenue. Stone monument set at Easterly. Thence 3 degrees 30 minutes left South 10 degrees 29 minutes West 57 feet to the Easterly line of Noble Avenue. Thence 2 degrees 5 minutes right South 12 degrees 39 minutes West 7 feet to stone monument. Thence same course 507 ft. to an iron monument in the Easterly line of Holcomb Street. Thence 2 degrees 8 minutes right South 8 degrees 44 minutes West 150 feet to center of large stone set on N. W. Smith's land. Thence 6 degrees 42 minutes right North 8 degrees 31 minutes West 464 feet to an iron monument near the Easterly line of Mill Street. Thence 10 degrees 55 minutes right North 6 degrees 36 minutes West 78 1/2 ft to an iron monument near Mrs. Knowles Northeast corner. Thence 3 degrees 53 minutes left 224 1/2 ft. to location of County Commissioners on petition of Samuel Norton voters.

The above description is for the Southerly line of said street. The width at the commencement being 143 1/2 ft. at Day Avenue. East line measured to line of Day Avenue 10 1/2 ft. At Noble Avenue East line 81 1/2 ft. At Holcomb St West line 10 1/2 feet. At monument near East line of Mill Street 78 1/2 feet. At the Easterly end 70 feet.

Variation of the needle N. 10° West

No persons or corporations having appeared to claim damages and no persons in the opinion of the Commissioners being entitled to damages, therefore none are awarded.

Wm. McLeans }
Lawson Sibley } County Commissioners
John C. Driskell }

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered is accepted and the road established as and for a public highway.

W. Pittman shall
 (the relocation
 of highway in
 Longmeadow
 65.

To the Honorable the County Commissioners of the County of Hampden.

Respectfully represent the subscribers inhabitants of the Town of Longmeadow that the following roads in said Town have from length of time & other causes become indefinite in location & without fixed and defined boundaries viz:— first, the road commencing at the Main road a short distance north of the house of one French & running Westward therefrom to the line of the New York, New Haven & Hartford Rail Road:— Second, the road commencing at the Main road a short distance South of the house of William G. Emerson and running thence Westward across the said railroad to its terminus in the meadows on the Westward side of said railroad. Third, the road commencing on said Main road a short distance South of the house of William G. Torrey and running thence Westward to its connection with the second road above named:— fourth, the road commencing on said Main road at a point a short distance North of the house of William G. Torrey and running thence Westward to said railroad. fifth:— the road commencing at said Main road Northward of the house owned by Thornton Allen and running thence Westward to its terminus in the meadows & commonly called the Turk Hill road:— sixth, the road commencing on said Main road at a point South of the house of Albert G. Allen & running thence Westward to its terminus in the meadows. Wherefore they re-

respectfully request & humbly pray that each of said lands may be located anew for the purpose of establishing the boundary lines thereof and of making any alterations in the courses or widths thereof, that the County Commissioners may deem best.

Douglas, Mass. 3rd 1875

J. C. Cotton & others

The foregoing petition was entered at a meeting of the County Commissioners held at Springfield within and for said County on the second Tuesday of March in the year of our Lord one thousand eight hundred and seventy-five. At which meeting the Commissioners deemed a view of the premises adjacent appointed Thursday the ninth day of September then next at nine o'clock in the forenoon at the store of C. H. Cotton in Douglas as the time and place for viewing the premises, and caused a copy of said petition to be read upon the clerk of the town of Douglas being the town within which such relocation is prayed for, thirty days at least before the time appointed for said view, and also caused abstracts of said petition containing the substance thereof to be posted in two public places in said town, and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican, a newspaper published in said County, said posting and the first publication of said copies having been previous days at least before the time appointed for said view, and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of this petition, to all persons interested, of the time and place for commencing said view. And on the said ninth day of September the Commissioners met at the time and place appointed, and proceeded to view the

premises and having viewed the same the Commissioners then determined to hear the parties at the same time of said view, and having heard the parties said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition, and after considering the same said Commissioners did then and there adjudge that common convenience and necessity require that the prayer of said petition should be granted, and as persons incorporations having appeared to object thereto at the time of the view said Commissioners proceeded to relocate said roads, as follows to wit: Commencing the first described road at a stone monument standing on the Western side of the main road a short distance North of the house of one French, then running North seventy and a half degrees West six hundred and eleven feet to a stone. Then South eighty two (82°) and two thirds degrees West eighty two and a half feet to a stone. Then North eighty three and two thirds degrees West five hundred feet to a stone. Then North eighty nine and two thirds degrees West two hundred and eighty three feet to a stone. Then South sixty one and two thirds degrees West three hundred and twenty feet to a stone. Then North seventy one and a half degrees West two hundred and twenty feet to a stone. Then South sixty two and two thirds degrees West one hundred and sixty six feet to a stone. Then North fifty four and two thirds degrees West seventy feet to a stone. Then North two minutes West two hundred and seventeen feet to a stone. Then North four degrees East three hundred and twenty feet to a stone monument a little above the meadow bank, the lines run are in the center of the location and the monuments are on the Northern or right hand side of the location and the same is three rods wide. Commencing the location of the second described

The buildings of Michael Kinnedy standing
with, upon this part of the location are
to be allowed to stand thereon during the
lifetime of said buildings. The lines for the
East and courses and distances are run on
the center of the location and the same
is three rods wide, the monuments being
set on the North or right hand side.

commenced at a stone monument on the North side of the Main road and at the South east corner of Wm. E. Toriso house lot. Then run North seventy three and three quarters degrees West four hundred and five feet to a stone. The buildings belonging to the land of Wm. E. Toriso standing partly upon this part of the location are to be allowed to stand thereon during the life time of the same. Then North seventy and a half degrees West one hundred and seventy six feet to a stone. Then North sixty degrees West two hundred and nineteen and a half feet to a stone. Then North seventy three and two sixths degrees West five hundred feet to a stone. Thus far the location is two rods wide. Then North forty six and three quarters degrees West fifty feet to a stone, the road for the last course and distance is thirty three feet wide at the commencement and widens to fifty feet at the end. Then North twelve degrees West one hundred feet to a stone, thus far the road is laid over the old road and land of Wm. E. Toriso. Then North seven and a half degrees West four hundred and twenty eight feet to a stone. The road for the last course and distance is over the old road, lands of Wm. E. Toriso and Ethan C. Ely. Then North four sixths degrees East two hundred and thirteen feet to a stone.

The location of the last course and distance is over the old road and land of Ethan C. Ely. The width of the road for the last three courses and distances is fifty feet. Then North one and two sixths degrees East four hundred and eighty four and a half feet to a stone, at this point the road is monumented on both sides and the last course and distance is fifty feet wide at the commencement and narrows to thirty three

at the end which appeared to be over
the old road. Then North three and one
sixths degrees East two hundred and seven
by nine feet to a stone. Then North seven
teen and a half degrees East one hundred
and twenty four and a half feet to a stone
standing on the Northernly side of the North
Depot road; the road for the last course and
distance is two rods wide at the commence-
ment and one hundred and seventy five feet
wide at the end measuring on the Northernly
line of the North Depot road. The lines
are run and the bounds are set on the
Northernly and Easterly or right hand side
of the location and all parts thereof not
before particularly defined is laid two
rods wide.

The location of the fourth described road
commences at a stone monument on or
near the Westernly side of the Main road
at the Southeastly corner of David Worth's
home lot then running North seventy five
and five eighths degrees West four hundred
and twenty two and a half feet to a stone
in the center of an artificial ridge of earth
by David Worth's house. Then North seventy four
degrees West two hundred and ninety six feet
to a stone. Then South seventy nine and three
quarters degrees West two hundred and four
feet to a stone. Then South seventy and two
sixths degrees West ninety two feet to a stone.
Then South thirty and a half degrees West
one hundred and fifty feet to a stone at the
North Easterly corner of John T. Hess Pasture lot.
for the first two courses and distances the
location is over the old road and for the
last two the location is over the old road
and lands of William Hess. Then South twenty
by and a half degrees West three hundred
and fifty feet to a stone. Then South twenty
nine degrees West fifty seven feet to a stone

Then South seventy five and a half degrees West fifty feet to a Stone. Then North seventy four degrees West sixty four and a half feet to a Stone. Then North sixty six and two sixths degrees West two hundred and forty three feet to a Stone. For the last two courses and distances the location is over the old road. Then South fifty six and two sixths degrees West one hundred and ninety feet to a Stone. The road for the last course is distance is two rods wide at the commencement and widens to ninety and a half feet at a point one hundred and fifty feet from the commencement and from said point the road narrows to two rods wide at the end. The location for this course and distance is over the old road, lands of John Dick Combs and W. C. Chase. Then North sixty five and a half degrees West three hundred and twenty nine and a half feet to a Stone on the Eastern side of the A. R. R. and Hartford Railroad Combs' land.

The location of the fifth described road commences at a Stone monument standing on the Western side of the Main road at the Southeast corner of Noah Cotton's new house lot. Then running South eighty eight degrees West two hundred and twenty eight feet to a Stone. Then North eighty two degrees West two hundred and ninety two feet to a Stone. Thus far the road is three rods wide. Then South seventy and a half degrees West seven hundred and eighty three feet to a Stone. The location for the last course is three rods wide at the commencement and narrows to two rods at the end. Thus far the location is supposed to be over the old road. Then North eighty seven and three quarters degrees West six hundred and five feet to a Stone. Then North sixty two degrees West ninety eight feet to a Stone. Then North fifty four

and one sixth degree West, one hundred
and eighty seven feet to a stone. Then North
eighty three and three quarters degree West,
two hundred seven and a half feet to a stone
at the Southeastly corner of Abrah Cotton's
hus land, the location for the last four courses
is over the old road and Abrah Cotton's
hus land and is two rods wide; the lines
are run and the bounds are set on the North
side or right hand side of the location.

The location of the sixth described road
commences at a stone monument standing
on the Western side of the Main road at
the Southeastly corner of A.B. Allen's house
lot. Then running North sixty four and
two sixths degree West, thirteen hundred
seventy and a half feet to a stone; the
location for this course and distance is over
the old road and of Noah Tress and is
two rods wide. Then South sixty six and two
sixths degree West, two hundred seventeen
and a half feet to a stone; the location for
the last course and distance is two rods
wide at the commencement and three
and a half rods wide at the end. Then
North forty seven and two thirds degree
West, two hundred and fourteen feet to a
stone, the location for this course and distance
is three and a half rods wide. Then North six
ty and five sixths degree West, one hundred
and ninety seven feet to a stone; the location
for this course is three and a half rods
wide; the last three courses are supposed
to be over the old road. Then South eighty
five and one sixth degree West, two hun
dred and fifty eight feet to a stone. Then
North forty eight and two thirds degree
West, three hundred and sixty seven and
a half feet to a marked Walnut tree. Then
North forty eight degree West, two hundred
and eighty two feet to a stone. Then North

only six and five eighths inches West seven
hundred and ten feet to a stone at the South
westerly corner of C. P. Tabor's meadow land,
the location for the first four courses is over the
old road. Lands of C. P. Tabor and Summer
Gates and is two rods in width. The lines
are run and the bounds are set on the North
wrought hand side of the location.

The County Commissioners having heard
all persons and corporations interested in
relation to the question of damages who
expressed a desire to be heard thereon con-
sider and adjudge that sum of thirty dol-
lars be paid to Noah Bliss

\$30.00

And the sum of fifty eight dollars
be paid to C. P. Tabor

58.00

And the sum of ten dollars be paid
to Summer Gates

10.00

And the sum of thirty nine dollars be
paid to the heirs of Abiah Cotton

39.00

And the sum of six dollars be paid
to John Bliss

6.00

And the sum of thirty two dollars be
paid to John Dick Coons

32.00

And the sum of five dollars be paid
to W. C. Chase

5.00

And the sum of ninety five dollars be
paid to Wm. E. Bolso

95.00

And the sum of seventeen dollars be
paid to Ethan C. Cuy

17.00

And the sum of twenty five dollars
be paid to Michael Kenney

25.00

To other persons or corporations having ap-
peared to claim damages and in the opinion
of the Commissioners none others are entitled
to damages, therefore none others are awarded.

The acres of land over which the aforesaid
roads are located are allowed until the first
day of June A.D. 1876. to remove their timber
fence and trees therefrom. And it is fur-

Now ordered by the County Commissioners that the town of Longmeadow shall pay all costs which have already accrued in consequence of the aforesaid relocation of roads amounting to the sum of Eighty seven dollars and seventy nine cents to be paid into the County Treasury together with all costs which may accrue in consequence of the aforesaid relocation of said roads. And also the sum of Three hundred and seventy dollars, the same being the amount of damages awarded to the owners of lands over which the aforesaid roads are located.

Yours M Lewis
Lawson Sibley } County Commissioners
John O Donnell }

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears, and now the said report being read and considered is accepted and the roads established as and for public highways.

To the County Commissioners of the County of Hampden
of Hampden
The undersigned inhabitants of a Highway in the towns of Montgomery, Russell and Blanford and in the County of Hampshire and of the town of Huntington in the County of Hampshire respectfully represent that the public convenience and necessity require the laying out and construction of a highway from a point on the highway at or near the house of Isaac C. Wilcomb in the town of Montgomery to what the new Depot of the Western and Albany Railroad in the town of Russell to some point on the highway between said Depot in said town of Russell and the great mill in said Russell. They therefore respectfully request your Honorable Board to view

Edmund Clark shall
Order for relocation
of Highway in
Montgomery Russell
Blanford
67

the premises and locate and construct or cause to be constructed said highway according to the laws in such case made and provided.

C. M. Clark & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June in the year of our Lord one thousand eight hundred and seventy five. At which meeting the Commissioners appointed a place and time for a view of the premises and directed notice of the same to be given and said petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed without costs.

Springfield New London
Vt. Co. Petition for
leave to cross high-
ways at grade.

20

To the Honorable the County Commissioners
of the County of Hampden.

Respectfully represents The
Springfield and New London Rail Road
Company a corporation duly established by
law having a usual place of business at
Springfield in said County, that it has
laid out and has commenced to construct
a railroad from the line of the Springfield
Wholesale & Northeastern Rail Road in Springfield
to a point in Longmeadow in the line of the
State of Connecticut, that in the construction
of this said railroad it becomes necessary
to cross numerous highways & other ways and
that public necessity requires that said
ways & highways hereinafter named should
cross said railroad at the same level with the
railroad as now laid out & located by the a-
mended location thereof now on file with the
County Commissioners of said County viz the
South Wilbraham road so called leading
from Springfield to South Wilbraham which
crosses said railroad at a point near station

that the road which crosses said railroad at a point near Station No. 33 of said section, the Longmeadow road, is called which crosses said railroad near Station No. 35, which said road leads from Springfield to East Longmeadow, the road which leads from North Westborough to West Longmeadow which crosses said railroad near Station No. 36 thereof, the road leading from the East Longmeadow road to West Longmeadow which crosses said railroad near Station No. 37 thereof, and the road which crosses said railroad at the Spaulding Farm near Station No. 38 thereof.

Wherefore your petitioner respectfully requests your Honorable body that an appropriate decree may be passed authorizing the construction of said railroad and of the said several crossings thereof of the said highways, so that the said railroad and the said highways may be at the same level, and for such other decrees in the premises as the law requires.

The Springfield & New London Rail Road Co.
By Stearns Knowlton & Aug. Briggs

The foregoing petition was entered at a meeting of the County Commissioners held at Springfield within and for said county on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and seventy five. At which meeting the Commissioners hearing a view of the premises expedient appointed Wednesday the eleventh day of August then next and nine o'clock in the forenoon, at the Court House in Springfield as the time and place for viewing the premises and caused a copy of said petition to be served upon the clerk of the Town of Longmeadow & the City of

Springfield being the town within which
 such crossing of highways is desired for the
 by days at least before the time appointed
 for said view, and also caused abstracts of
 said petition, containing the substance thereof
 to be posted in two public places in said
 town, and also gave notice to all persons in-
 terested by causing a copy of said petition
 to be published three weeks successively in the
 Springfield Daily Republican a newspaper
 published in said town, said posting and
 the last publication of said copy having been
 fourteen days at least before the time appoin-
 ted for said view, and before said view was
 had said Commissioners gave notice in like
 manner as described in the foregoing notice
 of the petition to all persons interested, of the
 time and place for commencing said view.
 And on the said eleventh day of August the
 Commissioners met at the time and place appoin-
 ted, and proceeded to view the premises, and
 having viewed the same the Commissioners
 then determined to hear the parties at the same
 time of said view, and having heard the parties
 said Commissioners then proceeded to continue
 the further consideration of the petition to the
 next regular adjourned meeting of the Commis-
 sioners at which time the petition was fully
 considered, and after consideration had said
 Commissioners did adjudge that common
 convenience and necessity require that the
 prayer of the petition should be granted. And
 now it is ordered that the Springfield
 and New London Railroad Company shall
 cause all of the foregoing described highways
 and other ways to be so constructed, that the
 same shall cross the tracks of the said Rail-
 road Company at the same level with said
 tracks. All highway crossings are to be plank-
 ed to the width of thirty feet; all other ways are
 to be plank-^{ed} of such width as shall appear

It is necessary to accommodate the travel over said crossing. The approaches to the crossings of the Milbrook road which crosses said station No. 185 is to be graded the entire width of the highway and a sidewalk two feet square in the clear is to be constructed under the same to correspond in length with the width of the grading. All other approaches to the several crossings are to be properly graded and in width are to correspond with the general width of said ways.

And it is further ordered that the said Springfield and New London Railroad Company cause the aforesaid crossings to be made and completed and to the acceptance of the County Commissioners on or before the first day of May A. D. 1876. Lawson & May King is qualified to act as County Commissioners in account of absence Solomon C. Spillman Special Commissioner was called and acted in his stead.

Wm. M. Lewis } County Commissioners
John C. Donnell }

Solomon C. Spillman } Special Commissioner

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered is accepted, and the road established as and for public highways

To the County Commissioners of Hampden County.

Respectfully represent the undersigned legal voters of the Town of Westfield that the public convenience necessarily requires that a highway should be laid and constructed from a point on the East side of North Canal St. in said

Wm. C. Van Dusen
at als. Pet. for
a new highway
in Westfield.
5.

Westfield opposite the terminus of a new highway recently laid out by said Commissioners and extending to West side of said street and highway petitioned for to extend from said point through the Union Hall so called to Union St. in nearly a straight line and for petitioners respectfully request your Honors to view said route at your earliest convenience and to locate & order constructed said way as petitioned for and as in data bound with our pray. Again petitioners also respectfully request that the culvert passing under the Boston & Albany Rail Road near Touchmans Block in said Westfield is low narrow & inconvenient and that public necessity and convenience require that said culvert shall be widened and the height increased and they respectfully request you to order said culvert to be widened and the height increased.

Westfield Mass. July 29 1875.

M. E. Van Dusen & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June in the year of our Lord one thousand eight hundred and seventy five. At which meeting the Commissioners, having a view of the premises expedient & appointed & chosen the twentieth day of September in the next and nine o'clock in the forenoon at the Foster House in Westfield as the time and place for viewing the premises, and caused a copy of said petition to be served upon the clerk of the Town of Westfield & the Boston & Albany Rail Road Co. being the town within which such relocation & widening is prayed for thirty days at least before the time appointed for said view, and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town, and also gave notice to all persons interested by causing a copy of said

petition to be published three weeks successively in the Western Freeman & News Letter a newspaper published in said County and posting out the last publication of said copy having been fourteen days at least before the time appointed for said view and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view. And on the said twentieth day of September, the Commissioners met at the time and place appointed, and proceeded to view the premises and having viewed the same the Commissioners then determined to hear the parties at the same time of said view and having heard the parties said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity require that the prayer of said petition should be granted. And no person or corporations having appeared to object thereto at the time of said view said Commissioners did then proceed to adjourn to the next regular adjourned meeting of said Commissioners from meeting to meeting, to a regular meeting of said Commissioners held on the fourth Tuesday of December A. D. 1875 at which meeting the Commissioners met & proceeded to locate said highway as follows, to wit: Commencing at a stone monument in the easterly side of North Elm Street and one foot & two-thirds of the Northwest corner of the house of Whitfield's engine house lot and running South forty three (43) degrees twenty three (23) minutes West one hundred and eight tenths ($123\frac{3}{10}$) feet to a stone monument in the Westerly line of Crown Street as aforesaid. (The above course

makes an angle with North One East on the North side of S. degrees 34 minutes. The above description is for the North line of said highway, the width being 20 feet. The foregoing location is on lands of the Town of Westfield. Mrs. Minnie Gordon & Leonard & Julian. Variation of the angle North 2 degrees 33 min West.

And now it is ordered that the said town of Westfield cause the road aforesaid which is within the limits of the said town of Westfield to be worked, made and completed in the most faithful and workmanlike manner, and as follows to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stumps, stumps and roots. The top soil, when it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 12 inches of good gravel or some other good material, the best that can be obtained in the vicinity, whether within or without the location of the road, will be required over the whole width of 24 feet in the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterwards with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of 15 inches.

and the traveled part thereof must be worked to the width of 24 feet, exclusive of the side slopes and of the ditches, so that carriages and teams may pass with safety and convenience over any and every part of the 24 feet of road. The hard, smooth part of the road must be worked in the center of and parallel to its location without any regard to the additional width laid out for materials in constructing the road, except near its angles which must be judiciously rounded, so as to render the turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be of greater magnitude than is hereafter mentioned. The side ditches where they are needed must be constructed entirely both on the traveled part of the road of 24 feet as aforesaid, and must be made by sloping from the interior line of the traveled part of 2nd road two and a half feet at an angle of twenty-four degrees, or two and one half feet sloped to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the center line of the traveled part of the road, without unnecessary curvatures in their direction and must gradually descend with a smooth even surface in the direction of the road towards the point of discharge in such manner that no water can permanently stand by the roadside. Over swamp or meadow land where the road is made by embankment and is liable from its weight, to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills where the road is made partly by embankment and partly by excavation the road must be crowned in advance before

mentioned from the edge of the interior slope of the ditch on the uphill side to the center and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments, where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty-five degrees, where the materials be loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially paved, where paving is necessary for the safety and convenience of the travelers, the paving must consist of straight hardwood chestnut poles, not less in any part than five inches in diameter and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter and embedded in the earth or embankment not less than three feet and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well laid stone walls, stone two feet high above the face of the road, and not less than eight inches in diameter or their base may be substituted for the stone posts aforesaid. All joinings or splicing of said paving must be made on the summit or top of some one of the stone supports aforesaid, by changing the joining ends of each of said poles or posts, at least one foot in length, in such manner that the chamfered faces will fit and be close together with the iron bolt aforesaid passing directly through the center of said joining or splicing. On a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and

Should a good bank wall may be substituted for the railing as aforesaid. In all places where it is necessary to have railing, the road if constructed on either slope must be worked sufficiently wide to allow the posts which support said railings to be firmly and permanently placed on the embankment with the interior or inside thereof not less than 2 feet within the edge of the slope of the embankment and without in any manner obstructing or interfering with said 24 feet for the traveled part of the road. Where the sides of embankments are constructed, or secured with substantial well laid stone walls instead of the earth slopes before mentioned, and where the materials can be obtained at a reasonable expense, this kind of structure will be required, said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot through the inner face thereof being perpendicular; the road must be worked to no greater width than twenty four feet on the top or face of the embankment to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material and a crowning of the road of 15 inches in addition; except the spans of the arch or arches of a bridge each exceed three feet in the clear when it may be covered with good chestnut or white oak, three inch plank. If however a bridge is covered with plank the top of the plank must be at grade, and a thickness of chestnut timbers ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly

embedded upon each side of the bridge for
 securing the edges of the plank against any
 injury from wheels in their passage to and from
 said bridge. All bridges must be made twenty
 five feet long, measured at right angles
 with the direction of the road, and be substan-
 tially and properly sailed to the height of
 three feet and to the width of not less than
 six feet between the sailings clear of all ob-
 structions. All necessary sluiceways must be
 made of the same length as the bridge and
 be measured in the same manner, with good
 firm, straight stone sides, or abutments not
 less than two feet apart 20 inches high, and
 be covered with the same material, with a
 top covering of not less than twelve inches
 of good gravel or some other good material,
 and the road over said sluiceways must be
 crowned — inches in addition. In grading the
 road aforesaid, care must be used in front of
 any dwelling house or other building where an
 excavation is required, to leave the side bank
 thereof nearest said building in the best
 shape for placing on a back wall if the owner
 of said building shall so elect, otherwise as to
 slope such side bank as to cause the least pos-
 sible injury to said building or the appurtenan-
 ces thereto, provided, however, when such passage
 ways cannot be made safe and convenient by
 sloping as aforesaid, culverts shall be construc-
 ted for that purpose. Whenever an embank-
 ment is directed in front of a dwelling house
 or other building, it must be constructed and
 sloped on that side of the traveled way near-
 est said building in such manner as to render
 the road safe without the aid of sailings (for in
 such case no sailing can be allowed) and in
 such manner as to leave all passage ways to
 and from said building as perfect and as use-
 ful in their present shape as may be.

Trees that have been planted or sowed beside

the subject, hereby giving the owner of land on which said location is made, whether for the fruit they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their crossings, intersections or connections therewith as to render them perfectly safe and convenient for the traveler.

And it is further ordered that the grading of the road aforesaid which is within the town of Westfield be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned. And said grading is as follows to wit: the grade of the road when completed is to be uniform from the center of North Elm Street to the point of connection with Union Street.

The County Commissioners having heard all persons and corporations interested in relation to the question of damages who expressed a desire to be heard thereon considered and adjudged that the sum of fifteen hundred dollars be paid to Mrs. Mueller Hudson

\$1500.00

And the sum of Seven hundred dollars be paid to the Town of Westfield

\$700.00

All in full compensation for all damages they will sustain in consequence of the aforesaid location of highway.

Messrs Leonard and Lyman having personally appeared and waived damages and no other persons or corporations having appeared to claim damages and none other in the opinion of the Commissioners being entitled to damages therefore none other are a-

wounded. The locus of land over which the foregoing highway is located is allowed until the first day of May A.D. 1876 to remove their buildings fences and trees therefrom.

And it is further ordered by the County Commissioners that the town of Westfield cause the foregoing described highway to be made and completed in accordance with the foregoing order and to the acceptance of the County Commissioners prior before the first day of June A.D. 1876.

Wm. H. Lewis }
Lawson Sibley } County Commissioners
John O'Donnell }

All of which by the report of said Commissioners is filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered is accepted and the road established as and for a public highway.

Dike in West
Springfield

Commonwealth of Massachusetts
Hampden Co.

At a meeting of the County Commissioners of the County of Hampden held at Springfield in said County on the first day of October in the year eighteen hundred and seventy six upon the act in addition to an act authorizing the construction of two dikes in the town of West Springfield in said County the Commissioners at the meeting held on the second Thursday of April and by adjournment on the eleventh day of May eighteen hundred and seventy two having appointed Saturday the first day of June then next and nine o'clock in the forenoon at the Court House in Springfield as the time and place for locating a dam across the Agassiz River a new channel for said river and the

land to be taken therefor as authorized by said act, met at the time and place appointed and adjourned the consideration of the same to the next regular meeting of the said Commissioners, and thence from meeting to meeting to this meeting, and now the said Commissioners having fully heard all parties interested do hereby locate said dam, channel and land to be taken, as follows to wit:

Description of location of Dam

Beginning at a point bearing South $52^{\circ} 15'$ East and fifty feet from a large Elm tree situated on the Easterly bank of the Westfield or Agawam River, so called, in land of Russell M. Swing in the town of Agawam. Thence running North $52^{\circ} 15'$ West one hundred feet across said river. The above described line is the center line of the top of the dam, which is laid fifty feet wide, the sides having a slope of two feet horizontal to one foot vertical. A road being laid over said dam to the meadows cut off by the new channel.

Description of location of the land taken for the New Channel

Beginning at a point on the Easterly bank of the Westfield river, bearing South $40^{\circ} 45'$ West and four hundred feet from the aforesaid large Elm tree. Thence running South $62^{\circ} 20'$ East about eighteen hundred feet across the point of land cut off by the new channel, to the Westerly bank of said river. The land taken being a strip three hundred and fifty feet in width, one hundred and twenty feet of the same being Southerly and two hundred and thirty feet Northerly of the above described line. The amount of land taken from each of the owners of the above described strip of land is as follows:

From Duman Cooper	0.414	acres
From Sanderson	1.065	
Robert Ely	0.421	

From H. Austin 0.165 000
 " Joseph Bodsworth 0.80 1
 " Wm. H. Fick 0.66 0
 " Andrew Todd 1.00 0
 " Arthur Bonnis 1.25 5
 " Russell M. Ewing 2.61 2
 " Luman Cooper 1.86 3
 " Russell M. Ewing 0.69 6
 " Luman Cooper 0.48 3
 " C. D. Goodhue 0.16 0

For a more particular description of the a-
 bove described dam, and land taken for chan-
 nel, see map of the same recorded in the
 Register of Deeds Office Book 327 Page 601.
 The Commissioners having heard all persons
 and corporations who expressed a desire to
 be heard in relation to the question of dam-
 ages caused by the location aforesaid, and
 then and there adjudge that there be paid
 to

C. D. Goodhue twenty eight dollars and eighty cents
 28.80

to R. Ely seventy five dollars and seventy eight
 cents 75.78

" H. P. Sanderson one hundred, eighty-nine
 dollars and ninety cents 189.90

" A. Austin twenty nine dollars and seven-
 ty cents 29.70

" Wm. H. Fick one hundred and eighteen
 dollars and eighty cents 118.80

" Arthur C. Bonnis five hundred and nineteen
 dollars and twenty cents 519.20

" Andrew Todd, one hundred and sixty
 dollars 160.00

" L. Cooper six hundred and four dollars
 604.00

" J. Bodsworth, one hundred, forty four
 dollars, and eighteen cents 144.18

" R. M. Ewing, three hundred and
 eighty one dollars and twenty cents 381.20

the same being in full for all damages sustained by them in consequence of the change of the channel of the said Agawam River

Geo. M. Davis }
Darius W. Sibley } County Commissioners
John O. Donnell }

In the matter of the petition of the Schuylk and Highway Locals Westfield Rail Road Company in which the report was filed and returned at the December meeting 1873 it now appearing that the highway ordered in the petition of A. C. Parker and others dated October Seventh 1873 has been completed and accepted and that the sum of five hundred dollars has been paid into the County Treasury by the New Haven and Northampton Company that each part of the highway leading from near the dockings of C. C. Parks and the Lucy Williams to the fork of the road near Prospect Hill School House known as the Montgomery road crosses over and across the lands of the Schuylk and Westfield Rail Road and over and across the lands of the New Haven and Northampton Company be discontinued as a highway. And it is also ordered that so much of the highway leading from the fork of the road near Prospect Hill school house southerly and easterly by the house of Russell Williams between the houses of the Martin Tinker estate and Acadiah Towner's estate across the line of location of Schuylk & Westfield Rail Road and New Haven and Northampton Company's Rail Road near the passenger depot of the New Haven and Northampton Company to or near the westerly side of the living barn formerly occupied by Taylor and Tyler as passes over and across the lands of the Schuylk and Westfield Rail Road and the New Haven and Northampton

Company (but) road near the house on
 west of the New Haven and Northampton
 Company to it or near the Westbury side of
 the house farm formerly occupied by Taylor.
 and Sibley as passes over said road the lands
 of the Albany and Westfield Land Co. and
 the New Haven and Northampton Company
 land be discontinued is a highway. To St.
 Thayer being ascertained. Colonel Parks
 was called in his stead.

Lawson Sibley }
 John O'Donnell } County Commissioners
 Roland Parks } Special Commissioner

Acceptance of
 Highway upon
 Pet. of A. C. O.
 Law.

Commonwealth of Massachusetts
 Hampshire Co.

The County Commissioners for the
 County of Hampshire having viewed and care-
 fully examined throughout that part of the
 highway in Westfield located on petition of
 A. C. O. rather Easterly of the house Thomas
 Coughlin in said County and having found the
 same well made, constructed and completed
 according to the order of the Commissioners
 thereon we do hereby accept the same and all
 that part of the old road known as the Co-
 chise road is called lying Easterly of said
 dwelling house and Easterly of this location
 to a point two hundred feet West of the
 grade crossing of the Oostburg Albany Rail
 Road west Easterly of the Westfield Station
 shall be discontinued.

Witness our hands this twenty ninth
 day of December A.D. 1876.

Wm M. Lewis }
 Lawson Sibley } County Commissioners
 John O'Donnell }

Commonwealth of Massachusetts
Hampden ss.

The County Commissioners for the
County of Hampden, having viewed and care-
fully examined throughout the highway in
Westfield in said County, located and ordered
upon the petition of A. C. Parker and
Dec. meeting 1876 and having found the
same well made, constructed and comple-
ted according to the order of the Commission-
ers thereon, we do hereby accept the same.
L. F. Thayer being disqualified Roland Parks
was called in his stead.

Witness our hands this eighth day of
February A. D. 1876

Lawson Sibley } County Commissioners
John O'Donnell }
Roland Parks } Special Commissioner

Hampden ss.

At a regular adjourned meeting
of the County Commissioners held at the
Court House in Springfield on Tuesday Jan-
uary 4th, 1876 after due consideration of the mat-
ter it was adjudged that there be paid to
the town of Westfield the sum of Twenty
nine hundred dollars toward the construction
of the new highway in said town ordered
by the County Commissioners on the petition
of A. C. Parker and others filed Aug. 16 1875.
Said highway having been constructed and
completed to the acceptance of the County
Commissioners.

Wm. M. Lewis } County Commissioners
Lawson Sibley }
John O'Donnell }

The County Commissioners having exam-
ined the bridge and its approaches rec-

December Meeting 1876
Acceptance of
Highway & Bridge
Pet. of A. C. Parker

\$2900 paid to the
Town of Westfield
for completion
of Highway
Pet. of A. C. Parker

Acceptance of
Highway & Bridge
at Russell

typd by the Eastern and Albany Rail Road
Company at Cansett under the provision of
Chap. 2 Black 203 of the acts and resolves of
the year A. D. 1843 order that the same be
accepted as a highway

Springfield Dec. 28. 1845

Wm. M. Dugis }
Lawson Sibley } County Commissioners
John O'Donnell }

Overseers of the
House of Correction

Sampden ss.

County Commissioners Meeting
January 5th 1846.

Ordered that Niram L. Sanders
son of Springfield, Frederick Trench of West-
field and James Doyle of Holyoke be and are
hereby appointed a Board of Overseers of the
House of Correction for Sampden County
for the ensuing year.

Lawson Sibley }
John O'Donnell } County Commissioners
Lucius F. Thayer }

County Estimate

Estimated Expenses of the County of Sampden
for the year 1846 with the Amount necessary
to be raised by Tax.

For Payment of Jurors	\$800.00
Services of Venues	200.00
Officers of Courts	2000.00
Salaries of Special & County Commissioners	1700.00
Land Damages	2000.00
Shuffle Jurors	200.00
County Commissioners Notices	250.00
Survey of Highways	200.00
Construction of Highways & Monuments	4000.00
Inquests	500.00
	\$29450.00

For Jail and House of Correction.

For Prisoners	6000.00
Clothing	700.00
Fuel and Lights	3000.00
Bed and Bedding	250.00
Salaries of Officers	2600.00
Rebates	600.00
Instruction	300.00
Furniture	200.00
Miscellaneous Expenses	350.00
Medical and Attendance	450.00
	15450.00

At Court House

For Salary of Messengers & Engineers	1600.00
Record Books and Stationery	1200.00
Law Library	1000.00
Repairs	500.00
Fuel and Lights	2000.00
Club of Courts	800.00
Salary of Sheriff	1250.00
" " Treasurer	1500.00
Examiners of Accounts	80.00
Legal Expenses	200.00
	10130.00

Amount brought down

For Municipal Bonds	8000.00
Interest on County Notes	9000.00
Sinking Fund	15000.00
County Indebtedness for Orders drawn on the Treasury	4335.35
Total Estimate	101365.35
Deduct Balance in Treasury	21365.35
Amount called for by Tax	\$80000.00

Wm. M. Lewis
 Laurence Libby
 John O. Donnell

County Commissioners

150'

Kanabata County Commissioners Meeting
January 12th. 1896

The County Commissioners having appropriated the money secured under the provisions of Chapter 30 of the Acts of 1867, not expended in the payment of damages done by dogs, order that the same amounting to the sum of Five thousand one hundred forty eight dollars and twenty eight cents be paid to the treasurers of the several cities and towns of the County in the proportions following, viz:

To the Treasurer of Agawam	174.95
" " Blandford	80.52
" " Benningfield	73.57
" " Chester	95.89
" " Chicopee	340.76
" " Granville	98.33
" " Holland	23.06
" " Holyoke	606.83
" " Longmeadow	66.61
" " Dudley	108.94
" " Meriden	235.34
" " Montgomery	39.16
" " Palmer	295.00
" " Russell	39.89
" " Southwick	22.55
" " Springfield	1611.13
" " Tolland	29.64
" " Wallis	71.87
" " West Springfield	268.28
" " Westfield	578.04
" " Wilbraham	191.42
	<u>\$548.28</u>

The County Treasurer is authorized and empowered to borrow for and on behalf of said County and in anticipation of the County Tax such sum or sums as may be necessary and to execute and deliver note or notes therefor not exceeding however in all the sum of Five thousand dollars.

County Treasurer
authorized to borrow.

In the following named cases in which the costs and expenses are chargeable to the petitioner due notice having been given to the persons who recognized for the payment of costs, it is that warrants for the amounts ordered to be paid with the further costs of warrant be issued against the persons who so recognized.

Petitioner	Finished	Cost
No. 45 James S. Waterman vs. Al.	April Meeting 1874	\$25.35
No. 46 Isaac S. Shumley vs. Al.	June	20.75
No. 47 Daniel Coffey	13.80
No. 48 Emily Otto	April	5.20
No. 49 Joseph Putnam	Dec.	13.80
No. 50 William Matton vs. Al.	23.40
No. 51 James M. Thompson	32.40

The sum of thirty two hundred sixty four dollars and twenty cents is allowed for damages done to sheep and other domestic animals by dogs and for services performed, under Chapter 130 of the Acts of 1867 and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said act.

\$3264.20

Sheep Damages

Sanitary accounts being now presented, are allowed, amounting to the sum of nine thousand one hundred and forty two dollars and fifteen cents and the same are ordered to be paid from the County Treasury.

\$9142.15

Memorandum

March 7th 1876

Judgment is entered up according to report
and all matters not acted upon are ordered to be contin-
ued and this meeting is adjourned without day.

Attest Robert O Morris Clerk

Commonwealth of Massachusetts
County of Hampden

At a meeting of the County Commissioners
begun and holden at Springfield within and for the
County of Hampden on the second Tuesday of April being
the thirtieth day of said month and by adjournment on
the fourteenth to the fifteenth on the twentieth ninth days
of said month on the second to the third sixth tenth and
twelfth ninth days of May on the sixth seventh tenth and
twelfth eighth days of June in the year of our Lord one
thousand eight hundred and seventy six.

Presunt Lawrence Sibley } Chairman
John O'Donnell } County
Lucius F. Thayer } Commissioners

To the Honorable County Commissioners of Hampden
County

Charles S. Bennett
et al Petrs for dis-
continuance & relocation
of highway in Ludlow
2d

Respectfully represents your Petitioners, that
by reason of the location of the reservoir dam of the
City of Springfield, under authority of the act of the
Legislature, public necessity and convenience require
that that portion of the highway leading from Ludlow
to Belchertown, in said Ludlow, from near the junction
of said road with the Duckville Road, to a point near
the school house, in District No. 7, should be reloca-
ted, and the portion thereof, above mentioned, discon-
tinued. And pray that after due proceedings had
in the premises, your honorable body will order the
discontinuance and relocation above mentioned.

Dated at Ludlow March 17th 1874.

Charles S. Bennett et al

The foregoing petition was entered at a meeting of the
County Commissioners holden at Springfield within and
for said County on the twentieth day of June in the year
of our Lord one thousand eight hundred and seventy-
four at which meeting the Commissioners deeming
of the premises expedient, appointed Thursday the
twentieth day of August then next and ten o'clock

in the forenoon, at the house of Luther L. Lee in Dedlow in
 the time and place for viewing the premises, and caused a copy
 of said petition to be served upon the clerk of the town of
 Dedlow being the town within which such discontinuance and
 relocation are prayed for, thirty days at least before the time
 appointed for said view, and also caused abstracts of said
 petition, containing the substance thereof, to be posted in two
 public places in said town, and also gave notice to all persons
 interested by causing a copy of said petition to be published
 three weeks successively in the Springfield Daily Union,
 a newspaper published in said County, said printing and
 the last publication of said copies having been fourteen
 days at least before the time appointed for said view, and
 before said view was had, said Commissioners gave notice
 in like manner as described in the foregoing notice of the
 petition to all persons interested, of the time and place for
 commencing said view. And on the said twentieth day of
 August the Commissioners met at the time and place
 appointed, and proceeded to view the premises, and having
 viewed the same the parties were heard and after the hear-
 ing, said Commissioners proceed to consider and adjudicate
 upon the prayer of said petition, and after considering
 the same, said Commissioners did adjudge that common
 convenience and necessity require that the prayer of the petition
 should be granted and after adjudicating as aforesaid, said
 Commissioners appointed Thursday the twenty seventh
 day of April then next and time & clock in the afternoon,
 at the house of Harmon Ting in said Dedlow, as the time
 and place when and where they would meet and proceed
 to locate as aforesaid, and the said Commissioners having
 given notice of the adjudication and the time and place
 appointed for locating as aforesaid, in the same manner
 as the notice and publication was given and made, and
 as is by law in such cases made and provided, before
 proceeding to view (except publishing an abstract of said
 petition instead of a copy thereof) on the said twenty seventh
 day of April met and proceeded to locate as aforesaid.
 Beginning at a stone monument set on the Westerly line
 of the said Belchertown road and at the Southerly termi-
 nation of said ~~land~~ alteration, and at land of Eunice
 P. King, thence $N. 7^{\circ}$ East partly over land of said

King and partly over the old highway 121.1 feet to a stone
 bound, thence $N. 36^{\circ} 35' E. 93$ feet to a stone bound, at the
 southerly end of this run the location is partly over land
 of said King and partly over the old highway, and at
 the southerly end of it is entirely on land of said King.
 thence $S. 5^{\circ} 5' E. 95$ feet, thence $S. 41^{\circ} 3' W. 29$ feet,
 thence $S. 45^{\circ} 55' W. 129.1$ feet, thence $N. 11^{\circ} 11' W. 108.4$
 feet, thence $N. 13^{\circ} 55' E. 343$ feet, thence $N. 15^{\circ} 45' E.$
 22.7 feet to a stone bound, thence $S. 8^{\circ} 55' W. 209.5$
 feet to a stone bound at land purchased by the City
 of Springfield of said Eunice B. King. for the last
 run from the location is entirely over land of said
 Eunice B. King for a distance of 102.7 feet, thence $N.$
 $7^{\circ} 30' E. 376$ feet to a stone bound, thence $S. 6^{\circ} 45' W.$
 288.5 feet to a stone bound, the two last mentioned
 bounds are the bounds set in defining the line of land
 bought by said City of Springfield of said Eunice
 B. King, the road bounding westerly on land of said
 King, but the location being wholly over land of the said
 City of Springfield, thence $N. 18^{\circ} 35' E. 461$ feet to
 a stone bound and wholly over land of said City,
 thence $S. 51^{\circ} 15' E. 579$ feet wholly over land of said
 city to a stone bound, thence $N. 48^{\circ} E. 314$ feet to a stone
 bound and wholly over land of said city, said last named
 bounds being at land of said Eunice B. King and is the
 same bound set to define the land bought by said city
 of said King, thence $S. 7^{\circ} 5' E. 242.0$ feet to a stone bound
 set between land of said King and Benj. Sikes, said loca-
 tion over the line bounding westerly on land of said
 King, the location being wholly over land of said city, thence
 $N. 35^{\circ} 25' E. 129.5$ feet bounding westerly on land of said
 Benj. Sikes to a stone bound, thence $N. 43^{\circ} 15' E. 157.5$
 feet to a stone bound at land of said Benj. Sikes, thence
 $S. 47^{\circ} E. 123.5$ feet to a stone bound, $N. 28^{\circ} 25' E. 144$ feet
 to a stone bound, thence $N. 13^{\circ} E. 170$ feet to a stone bound,
 thence $N. 11^{\circ} 35' E. 220$ feet to a stone bound, the last four
 have bound westerly on land of said Benj. Sikes, but the
 location is wholly over land of the said city, thence $S. 27^{\circ}$
 $30' E. 144.6$ feet to a stone bound, thence $N. 58^{\circ} 25' E. 144.5$
 feet to a stone bound, thence $S. 84^{\circ} 45' E. 174.5$ feet to a
 stone bound at land of said Sikes, thence $S. 84^{\circ} 45' E.$

2000 feet bounding northerly on land of said Sides to a stone
bound, thence $N 81^{\circ} E$ 144 feet over land of said Sides to a
stone bound, thence $N 47^{\circ} 5' E$ over land of said Sides
1285 feet to a stone bound at land of said city, the location
over the two last lines is about one half over land of said
Sides the remainder being over land of said City, thence N
 $44^{\circ} 45' E$ 173 feet to a stone bound, thence $N 88^{\circ} 15' E$ 350.5
feet to a stone bound, thence $N 61^{\circ} E$ 129.5 feet to a stone
bound, thence $N 60^{\circ} 30' E$ 85.6 feet to a stone bound, the four
last named lines bound northerly and westerly on land of
Ruben Sides, the location being wholly over land of the said
city, thence $N 46^{\circ} E$ 332 feet to a stone bound, $N 44^{\circ} 45' E$
180 feet to a stone bound set in the present location of the
westerly line of the old Road, the location of the last two
lines being wholly over land of the said city, the last
named line being over land bought by said city of
Ruben Sides, thence northerly following the location of
the present road 1353 feet to a stone monument set on the
westerly line of the location of said old Road, said bound
being the first one south of the old Red house bought
by said city of said Ruben Sides, thence $N 1^{\circ} 15' E$ 117.2
feet to a stone bound, near the Northeast corner of said
Paul Vance, thence $N 0^{\circ} 25' E$ 382 feet to a stone bound,
thence $N 1^{\circ} E$ 254.5 feet to a stone bound, thence $N 11^{\circ} 25'$
 E 226.2 feet to a stone bound, thence $N 1^{\circ} 34' E$ 113 feet to
a stone bound, thence $N 13^{\circ} E$ 100.4 feet to a stone bound,
thence $N 25^{\circ} E$ 109 feet to a stone bound, thence $N 35^{\circ} 30'$
 E 433 feet to the land of Charles S. Bennett, the last 8
lines the location is wholly over land of said city bought
of Ruben Sides, John Panmister and said Charles S. Ben-
nett, thence same course 194 feet over land of said Charles
S. Bennett to a stone bound at the southeast corner of land
bought by said city of Adolphus S. Bennett, the location
over the said last named 194 feet being wholly over
land of said Charles S. Bennett, thence $N 35^{\circ} 55' E$ 613
feet over land of said city to the southerly line of School
Vance lot No. 1, thence same course 184 feet to a stone
bound set at the northerly termination of said old line
and on the westerly line of the present location of said
Bellevue Road, the location for the last named line
being partly over said School Vance lot and partly over

The location of the old highway. A new road is laid out, located and established 3 rods in width westerly and Easterly of adjoining to and parallel with the line above described. The location of the grade of said Road being as follows to wit: Beginning at a point in the present Road and above the point first above mentioned and at station One and survey at an elevation of 418.18 above the bar for reference for levels adopted and now in use in the City of New York at which point there is a filling of 2.34 feet in the present road thence by a regular ascending grade for six stations which said stations are 100 feet apart and nearly in the center of the location of said highway each of which stations is designated by a hub driven into the ground the head of which is nearly level with the present surface thereof and further designated by a cross stake driven beside each hub and having the number of the station marked thereon. All cuts and fills hereafter given are to be measured from the top of said hubs. The elevation of the grade of said Road is at station 6. 416.18. The fill at Station 1 is 2.34 feet at station 2 cut 6.20 feet; at station 3 cut 3.69 feet at station 4 cut 5.44 feet; at station 5 cut 10.20 feet; at station 6 cut 12.22 feet thence ascending from station 6 to 7 to elevation 418.40 at station 7 at which point the filling is one foot thence by an ascending grade from station 7 to 8 to an elevation of 419.02 at station 8 at which point the fill is 2.91 feet, thence by a descending grade from station 8 to 14 to elevation 416.75 at station 14; at station 9 fill 2 feet; at station 10 fill 1.77 feet; at station 11 fill 3.61 feet; at station 12 fill 5.37 feet; at station 13 fill 1.96 feet; at station 14 cut 1.00 feet thence by a regular descending grade from station 14 to 26 to an elevation of 415.00 at station 26. At station 15 fill 2.30 feet; at station 16 cut 2.21 feet; at station 17 cut 4.05 feet; at station 18 cut 0.64 feet; at station 19 fill 0.30 feet; at station 20 fill 2.21 feet; at station 21 fill 2.58 feet; at station 22 fill 0.40 feet; at station 23 cut 6.86 feet; at station 24 cut 6.00 feet; at station 25 cut 2.82 feet; at station 26 fill 0.75 feet thence by a descending grade from station 26 to 27 to an elevation of 414.00 at station 27 at which point the filling is 3.65

feet. Thence on a level of elevations of 404.00 from station
 27 to 28 at which point the filling is 1.51 feet. Thence on an
 ascending grade from station 28 to 29 to an elevation of
 405.20 at which point the cut is 0.56 feet. Thence on an
 ascending grade from station 29 to 31 at which point
 the elevation is 408.25 at station 30 fill 1.07 at station
 31 fill 0.38 feet. Thence on an ascending grade from
 station 31 to 32 to an elevation of 410.60 at which point
 the cut is 6.12 feet. Thence on an ascending grade from
 station 32 to 33 to an elevation of 411.00 at which point
 the fill is 1.66 feet. Thence on a descending grade from
 station 33 to 35 to an elevation of 402.40 at station 35,
 at station 34 cut 1.88 feet, at station 35 fill 3.88 feet.
 Thence on a descending grade from station 35 to 36 to
 elevation 408.46 at which point the cut is 3.10 feet. Thence
 on a descending grade from station 36 to 38 to elevation
 404.00 at station 38; at station 37 fill 4.81 feet, at station
 38 cut 0.13. Thence on a regular ascending grade from
 station 38 to 46 to elevation 412.50 at station 46; at
 station 39 fill 0.33 feet, at station 40 cut 0.11 feet, at station
 41 cut 1.36 feet, at station 42 cut 0.49 feet, at station
 43 cut 2.62 feet, at station 44 fill 0.52 feet, at station
 45 cut 1.28 feet, at station 46 cut 0.44 feet. Thence on a
 regular descending grade from station 46 to 50 to elevation
 412.00 at station 50; at station 47 fill 0.34 feet, at
 station 48 cut 1.92 feet, at station 49 fill 3.28 feet, at
 station 50 cut 0.24 feet. Thence on an ascending grade
 from station 50 to 51 to elevation 413.25 at station 51 at
 which point cut 1.35 feet. Thence on a regular ascending
 grade from station 51 to 58 to elevation 414.50 at station
 58; at station 52 cut 2.67 feet, at station 53 cut 2.50 feet,
 at station 54 cut 2.38 feet, at station 55 fill 0.63 feet,
 at station 56 fill 1.07 feet, at station 57 cut 1.83 feet, at
 station 58 cut 0.34 feet. Thence on an ascending grade from
 station 58 to 59 to elevation 414.75 at station 59 at which
 point cut 0.25 feet. Thence on a regular descending grade
 from station 59 to 62 to elevation 410.68 at station 62; at
 station 60 cut 1.95 feet, at station 61 fill 6.52 feet, at station
 62 cut 0.50 feet. Thence on a regular descending grade from
 station 62 to 64 to elevation 408.50 at station 64; at station
 63 cut 0.18 feet, at station 64 cut 1.02 feet, at station 65 cut

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1.57 feet at station 66 cut 8.30 feet at station 67 cut 8.68 feet
Thence on a descending grade from station 67 to 68 to elevation
406.30 at station 68 at which point fill 1.02 feet. Thence on
ascending grade from station 68 to 69 to elevation 406.00
at station 69 at which point fill 1.38 feet. Thence on an
ascending grade from station 69 to 70 to elevation 404.00
at station 70 at which point the above said alteration
of the old stream bed coincides with the present road.
Thence following said present road from station 70 to 82
to elevation 404.30 at station 82. In grade of present
road. Thence from station 82 to 83 on a descending
grade to elevation 404.00 at station 83, at which point
fill 3.19 feet. Thence on a regular ascending grade from
station 83 to 84 to elevation 408.00 at station 84 at station
84 fill 2.98 feet, at station 85 fill 4.62 feet, at station
86 cut 2.67 feet, at station 87 cut 3.84 feet, at station
88 cut 2.15 feet, at station 89 fill 1.31 feet. Thence on an
ascending grade from station 89 to 90 to elevation
402.00 at station 90 at which point cut 1.25 feet. Thence
on a descending grade from station 90 to 91 to elevation
404.84 at station 91 at which point cut 3.36 feet.
Thence on a descending grade from station 91 to 92 to
elevation 405.68 at station 92 at which point cut 5.58
feet. Thence on a descending grade from station 92 to 93
to elevation 404.00 at station 93 at which point fill 1.80
feet. Thence on a level of elevation 404.00 from station 93
to 94, at station 94 fill 4.42 feet, at station 95 fill 7.25
feet, at station 96 fill 5.53 feet, at station 97 fill 3.21 feet
at station 98 fill 2.35 feet. Thence on an ascending grade
from station 98 to 99 to elevation 404.50 at station 99, at
which point fill 1.89 feet. Thence on an ascending grade
from station 99 to 100 to elevation 407.00 at station 100 at
which point cut 0.68 feet. Thence on an ascending
grade from station 100 to 101 to elevation 409.00 at station
101 at which point cut 3.20 feet. Thence on an ascending
grade from station 101 to 102 to elevation 410.00 at station
102, at which point cut 2.51 feet. Thence on a regular
descending grade from station 102 to 104 to elevation 407.81
at station 104.00, at station 103 cut 0.23 feet, at station
104 cut 0.30 feet. Thence on a descending grade from station
104 to 106 to elevation 408.50 at station 106, at station 105

cut 2.03 feet at station 106 cut 3.22 feet. Thence on ascending grade from station 106 to 108 to elevation 445.00 at station 108 at station 109 fell 2.75 feet; at station 108 fell 4.98 feet. Thence on a descending grade from station 108 to 110 to elevation 444.74 at station 110; at station 109 fell 1.31 feet; at station 110 the alteration of said Richardson Road coincides with the present Road. The foregoing grades are for the surface of the center of the road in its center when the same shall have been finished. And now it is ordered that the said town of Ludlow cause the road aforesaid which is within the limits of the said town of Ludlow to be worked, made and completed in the most faithful and workmanlike manner, and as follows to wit: The said road must be thoroughly ploughed, where ploughing is practicable and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 2 inches of good gravel or some other good material (the best that can be obtained in the vicinity whether within or without the location of the road) will be required over the whole width of 18 feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over all whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of 15 inches. And the traveled part thereof must be widened to the width of 18 feet, exclusive of the side slopes and of the ditches, so that carriages and teams may pass with safety and convenience over any and every part of the 18 feet aforesaid. The said traveled part of the road must be worked in the center of and parallel to its location without regard to the additional widths laid out for materials in constructing the road, except near its angles, which must

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be judiciously rounded, so as to render its turning as gradual as may be practicable. In grading the road, care must be taken to avoid unnecessary undulations and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches where they are needed must be constructed entirely without the traveled part of the road, 18 feet or thereabouts, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet at an angle of twenty five degrees, or two and one half feet slope to one foot rise, to be measured horizontally, with the base or chord line of the crown of the road. They must be worked parallel with the center line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamp or meadow land where the road is made by embankment, and is liable from its weight, to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees, where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Side road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveler, the railing must consist of straight hard wood chestnut poles not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and

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embanked in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base, may be substituted for the stone posts aforesaid. All joinings or splicing of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or posts at least one foot in length, in such manner that the chamfered faces will fit and lie close together with the iron bolt aforesaid passing directly through the center of said joining or splicing. A stone wall built in a substantial and workmanlike manner two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing to be firmly and permanently placed in the embankment within the interior or inside thereof, not less than 2 feet within the edge of the slope of the embankment, and without in any manner obstructing or interfering with said 18 feet for the traveled part of the road. Where the sides of embankments are constructed or secured with substantial well laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required) said walls must be battered back towards the embankment from a perpendicular line at the rate of five inches to one foot in height, the inner face thereof being perpendicular, the road need be worked to no greater width than twenty-four feet on the top or face of the embankment to serve as a firm support to the railing and the twenty-foot clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial well laid stone abutments, and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material, and a covering of the roads of 12 inches in addition, except the share of the

arch or arches of a bridge, each or each three feet in the clear, when it may be covered with good chestnut or white oak two inch planks. Whenever a bridge is covered with plank the top of the planking must be at grade, and a strip of chestnut timber two inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly bridged upon each side of the bridge for securing the ends of the plank against any injury from wheels in any passage to and from said bridge. All bridges must be made thirty four feet long, measured at right angles with the direction of the road, and be substantially and properly coiled to the height of three feet, and to the width of not less than 18 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge and be measured in the same manner, with good firm straight stone sides or abutments not less than two feet apart and 18 inches high and be covered with the same material with a top course of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 12 inches in addition. The owner of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience provided they do not thereby increase the ascent or descent in the grading of the road as hereafter described and construct said culverts or bridges in manner prescribed for the bridge, and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair and in such condition as to render them safe and convenient for the traveler. In grading the road a for said care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank three feet nearest said building, in the best shape for placing a bank wall if the owner of said building shall so elect otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto, provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for

that purpose if embankment is directed in front of a dwelling house or other building it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passageways to and from said buildings as perfect and as nearly in their present shape as may be. Trees that have been planted or reared beside the proposed traveled way by the owner of land over which said location is made whether for the fruits their yield, or the shade and ornament they furnish to the farms adjacent are not to be removed or injured, unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler. And it is further ordered that the grading of the road aforesaid which is within the town of Sudlow be so worked as not in any place to exceed the angle of ascent or descent from a horizontal line hereafter mentioned. The grade pins are all placed in the center of the location, are all driven down to near the surface of the earth, and the summits or tops of said pins are the points of admeasurement for ascertaining the amount of excavation or embankment. The summits or tops of those pins that are at grade in connection with the line of inclination represent the base of the traveled part of the road and the crowning of 3 inches required by this order is, in all cases to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered have a stake driven by the side of them bearing the same number as the side stake opposite said grade pin and an accompanying stake. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows to-wit: To persons or corporations having appeared to claim damages and none being entitled to damages in the opinion of the Commissioners therefore none are awarded. The owners of land over which this location is made are allowed until the twentieth day of May A.D. 1876 to

April 1876

remove their trees and fences. And it is further ordered by the County Commissioners that the said town of Andover cause the longings construction of highway to be made and completed to the acceptance of the County Commission on or before the first day of June A.D. 1876.

Thos. S. Sibley }
John O. Donnell } County Commissioners
Lucius F. Thayer }

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered is accepted, and the road established as and for a public highway.

To the Honorable, The Board of County Commissioners for our County of Hampden.

Catharine M. Crocker
Petitioner for a jury

Respectfully represents Catharine Crocker of the City of Springfield, in said County of Hampden that she is the owner in fee of a certain tract of land situated on Sharon street in said City of Springfield described as follows: bounded Northerly by said Sharon street, Easterly by land of C. W. Crocker's land of heirs of John Road, Southerly by Ferry street & Westerly by land of Michael Leahy & land of Ellen P. M. Crocker. That on the twenty-fifth day of May A.D. eighteen hundred & seventy-four the City Council of said Springfield ordered the laying out, establishing & constructing of a sidewalk on both sides of said Sharon street from Main street to Chestnut street. That in carrying out & performing said order the said City has greatly elevated said street in front of your petitioner's said tract of land to her great damage, & otherwise caused great damage to your petitioner. That said City Council has not so far as your petitioner is informed awarded her any damages she is thereby aggrieved. Wherefore she prays that your honorable body will issue a warrant for a jury to hear & determine her complaint in accordance with the provisions of law in such cases made & provided.

City of Springfield
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Springfield April 21st 1875

Catharine M. Crohan

The foregoing petition was entered at a meeting of the County Commissioners begun and holden at said Springfield on the second Tuesday of April in the year of our Lord one thousand eight hundred and seventy five when it was ordered that the Commissioners ^{petition} meet for the purpose of acting upon said at the Court House in Springfield on Tuesday the first day of June next at nine o'clock A.M. and that the petitioner cause a copy of said petition and this order thereon to be served upon the City of Springfield fourteen days at least before the said first day of June that they may appear and be heard upon said petition. And on the fourth day of May in the year eighteen hundred and seventy five it was ordered that a warrant for a jury be issued and the Commissioners appointed Mr. B. Whitney Esq. to preside over the Jury and a warrant was duly issued requiring the Sheriff of said County or his Deputy to summon a ^{of} jury to hear and determine the matter of complaint set forth in said petition and this petition was continued from meeting to meeting to this meeting and now the following verdict and order from the Superior Court is received, which is in words as follows to wit: Commencement of Massachusetts Hampden Superior Court March Term 1876. To the County Commissioners of the County of Hampden In the case of Catharine M. Crohan Petitioner for a Jury whereupon a warrant was ordered by the said County Commissioners and was issued dated August 10th 1875 and has been returned into this Court. It is now ordered that the verdict of the Jury be accepted, said verdict is as follows: In the matter of Catharine M. Crohan and others petitioners for a sheriff's jury against the City of Springfield the jury summoned by the Sheriff under the warrant to them addressed, return the following verdicts in the cases of the several petitioners. Upon the petition of Catharine M. Crohan the jury assess damages in the sum of Three hundred & fifty dollars and cents.

Emerson Lee Foreman
Theodore Demeré

H. E. Kendall
William L. Blackmer

April Meeting 1876

Calhoun Hardy
Charles J. Abbott
George E. Hackman

David B. Phelps
James E. Chapman
Geo. Sumrell
Robert Brooks

Attest

Robert O. Morris Clerk of Superior Court

This matter considered and ordered by the said Court
that the said Catharine M. Crohan recover judgment
against the said City of Springfield for the sum of
three hundred and fifty nine dollars and seventy four
cents damages and costs of suit taxed at sixty dollars
and fifty two cents

Warrant of District issued April 11th 1876

To the Honorable the Board of County Commissioners
for our County of Hampden

Ellen P. M. Bude
City for a Jury

Respectfully represents Ellen P. M. Bude of
Springfield in said County, that she is the owner in
fee of a certain tract of land, with buildings thereon
situated on Sharon Street in the City of Springfield,
in said County of Hampden described as follows, bound-
ed North by Sharon street, sixty eight feet. East by
land of Catharine M. Crohan about ninety feet, South
by land now or formerly of one Lakey, sixty eight feet,
West by land now or formerly of Margarette Eaton
about ninety feet. That on the twenty fifth day of May
A.D. eighteen hundred and seventy four the City Council
of said Springfield, ordered a sidewalk to be laid out,
established, & constructed on both sides of said Sharon street
from Main street to Chestnut street, that in carrying
out & acting under said order, the said City has greatly
elevated the said street in front of your petitioner's said
tract of land, & filled up her door yard, & greatly damaged
the monuments of your petitioner standing on said tract
of land, & thereby caused great damage to your petitioner.
That said City Council has estimated & awarded dam-
age to your petitioner in the sum of twelve hundred
dollars, but that the amount of said award is insufficient
for her reasonable compensation & she is aggrieved by said
award & award. Wherefore she prays that your honorable

as.
City of Springfield
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body will issue a warrant for a jury to hear & determine
the complaint in accordance with the provisions of law in
such cases made & provided.

Springfield April 21st 1875

Ellen P. ^{Phoebe} M. Bude

The foregoing petition was entered at a meeting of the
County Commissioners begun and holden at said Spring-
field on the second Tuesday of April in the year of our
Lord one thousand eight hundred and seventy five,
when it was ordered, that the Commissioners meet for
the purpose of acting upon said petition at the Court
in Springfield aforesaid on Tuesday the first day of
June next, at nine o'clock A.M. and that the petitioners
cause a copy of said petition and this order thereon, to be
served upon the City of Springfield, fourteen days at
least before the said first day of June, that they may
appear and be heard upon said petition. And on the
fourth day of May A.D. eighteen hundred and seventy
five it was ordered that a warrant for a jury be issued,
and the Commissioners appointed M. P. Whitney Esq. to
provide over the Jury and a warrant was duly issued
requiring the Sheriff of said County or his Deputy to
summon a Jury of twelve men to hear and determine the
matter of complaint set forth in said petition and this
petition was continued from meeting to meeting to this
meeting and now the following verdict and order from the
Superior Court is received, which is in words as follows.
To wit: Commonwealth of Massachusetts: Superior Court
March Term 1876. In the County of Hampshire. In the case of Ellen P. M. Bude
petitioner for a Jury upon which a warrant was ordered by
the said County Commissioners and was issued dated
August 10th 1875 and has been returned into this Court,
it is now ordered that the verdict of the Jury be accepted.
And verdict is as follows: In the matter of Catharine
McEchan and others petitioners for a Sheriff's jury against
the City of Springfield, the jury summoned by the
Sheriff under the warrant to him addressed, return
the following verdicts in the cases of the several petitioners.
Under the petition of Ellen P. M. Bude the jury assess

April Meeting 1876

amount in the sum of fifteen hundred dollars and cents

Edward P. Freeman

Charles H. Jewell

Frederic Diamond

George E. Markham

W. E. Kendall

David Lathrop

William E. Blackmer

James E. Champion

Isabel E. Moody

Geo. Russell

Leuben Beards

That

Robert A. Morris Clerk of Superior Court
has therefore considered and ordered by the said Court
that the said Ellen P. M. Pender record judgment against
the said City of Springfield for the sum of fifteen
hundred and thirty six dollars and eighteen cents, dam-
ages and costs of suit taxed at sixty five dollars and
twenty seven cents.

Warrant of Distress issued April 11th 1876.

To the Honorable, the Board of County Commissioners
for the County of Hampden

Mary Moore et al
Petition for a Jury

Respectfully represents Mary Moore
& Michael Morris, both of Springfield, in said County,
that they are the owners in fee of a certain tract of land
situated on Sharon street in the City of Springfield, in
said County of Hampden described as follows: bounded
Southernly by Sharon street; Easternly by land of Thomas
Swick; Northernly by land of John Lynch; & Westernly
by land of

City of Springfield
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That on the twenty fifth day of
May A. D. eighteen hundred & seventy four the City Council
of said Springfield ordered a sidewalk to be laid
out, established, & constructed on both sides of said Sharon
street from Main street to Chestnut street that in
carrying out & performing said order the said City of
Springfield has greatly elevated said street in front
of your petitioners' said tract of land to the great
damage of your petitioners & otherwise caused great
damage to your petitioners. That said City Council
has estimated & awarded damages to your petitioners
in the sum of four hundred dollars, but that the amount
of said award is insufficient for their reasonable com-
pensation, they are aggrieved by said estimate & award.

It herefore they pray that your honorable body will issue a warrant for a jury to hear & determine their complaint in accordance with the provisions of law in such case made & provided.

Springfield, April 21st 1875

Mary ^{nee} Moore.

Witness

D. E. Webster (to Act)

Michael ^{son} Moore.

The foregoing petition was entered at a meeting of the County Commissioners begun and holden at said Springfield on the second Tuesday of April in the year of our Lord one thousand eight hundred and seventy five, when it was ordered, that the Commissioners for the purpose of acting upon said petition, at the Court House in Springfield aforesaid, on Tuesday the first day of June next, at nine o'clock A.M. and that the petitioners cause a copy of said petition and this order therein to be served upon the City of Springfield fourteen days at least before the said first day of June, that they may appear and be heard upon said petition. And on the fourth day of May A.D. eighteen hundred and seventy five, it was ordered that a warrant for a jury be issued, and the Commissioners appointed C. E. Whitney Esq. to provide over the jury and a warrant was duly issued requiring the Sheriff of said County or his Deputy to summon a jury of twelve men to hear and determine the matter of complaint set forth in said petition and this petition was continued from meeting to meeting to this meeting and now the following verdict and order from the Superior Court is received, which is in words as follows, to wit: "Commonwealth of Massachusetts, Hampshire Superior Court March Term 1876 To the County Commissioners of the County of Hampshire In the case of Mary & Michael Moore petitioners for a jury upon which a warrant was ordered by the said County Commissioners and was issued dated August 18th 1875 and has been returned into this Court, it is now ordered that the verdict of said jury be accepted, said verdict is as follows: In the matter of Catharine M. Graham and others petitioners for a sheriff's jury, against the City of Springfield, the jury summoned by the sheriff under the warrant to him addressed, return the following verdicts

in the case of the several petitioners. Upon the petition
of Mary & Michael Morris the jury assess damages in the
sum of Six hundred & fifty dollars and cents
Emerson Cus. Fitchman Charles S. Newell
Theodore Diamond George E. Markham
H. C. Sadall David Lathrop
William B. Hackman James E. Chapman
Calvin F. Hardy Geo. Sumrill
Amos Brooks

Attest

Robert O. Morris Clerk of Superior Court

It is therefore considered and ordered by the said Court
that the said Mary Morris and Michael Morris recover
judgment against the said City of Springfield for
the sum of Six hundred and sixty eight dollars and
nine cents ^{damages} and costs of suit taxed at sixty three
dollars and twenty three cents

Warrant of District issued April 17th 1876.

To the Honorable The Board of County Commissioners
for the County of Hampden

Patrick Keating
City of Springfield

Respectfully represents Patrick Keating
of the City of Springfield in said County, that he is
the owner of a certain tract of land situated on
Sharon street in said City of Springfield, described as
follows, bounded northerly by said Sharon street, easterly
by land of Ellen Keating, southerly by land where owner's
name is unknown to your petitioners, & westerly by land
of Ellen Keating. That on the twenty fifth day of May
A.D. eighteen hundred & seventy four the City Council of
said Springfield ordered the laying out, establishing
& constructing of a sidewalk on both sides of said Sharon
street from Main street to Chestnut. That in carrying out
& performing said order the said City has greatly elevated
said street in front of your petitioners said premises to
his great damage, & thereby caused great damage to your
petitioners, that said City Council has not, as far as your
petitioners is informed awarded him any damages, & he
is thereby aggrieved. Wherefore he prays that your honorable
body will issue a warrant for a jury to hear & determine

City of Springfield
P. Keating

his complaint in accordance with the provisions of law in
such cases made & provided.

Springfield April 21st 1875

Patrick ^{his} Keating
mark

The foregoing petition was entered at a meeting of the
County Commissioners begun and holden at said Springfield
on the second Tuesday of April in the year of our Lord
one thousand eight hundred and seventy five when it was
ordered that the Commissioners meet for the purpose of
acting upon said petition at the Court House, in Springfield
at eleven o'clock on Tuesday the first day of June next at nine
o'clock A.M. and that the petitioners cause a copy of said
petition and this order thereon to be served upon the City
of Springfield fourteen days at least before the said first
day of June that they may appear and be heard upon
said petition. And on said first day of June it was
ordered that a warrant for a jury be issued, and the
Commissioners appointed M. A. Whitney Esq. to preside
on the Jury and a warrant was duly issued requiring
the Sheriff of said County or his Deputy to summon a jury
of twelve men to hear and determine the matter of com-
plaint set forth in said petition and this petition was con-
tinued from meeting to meeting to this meeting and now
the following verdict and order from the Superior Court
is received which is in words as follows to wit: Commonwealth
of Massachusetts Superior Court, March
Term 1876. To the County Commissioners of the County of
Hampden: In the case of Patrick Keating petitioner for a
jury upon which a warrant was ordered by the said County
Commissioners and was issued dated August 10th 1875
and has been returned into this Court it is now ordered
that the verdict of the Jury be accepted said verdict is
as follows: In the matter of Catharine M. Graham and others
petitioners for a sheriff's jury against the City of Springfield
the jury summoned by the Sheriff under the warrant to him
addressed return the following verdicts in the cases of the
several petitioners Upon the petition of Patrick Keating the
jury assess no damages in the sum of dollars and
cents.

Amos W. Allen Foreman

Theodore Diamond
Wm. E. Kendall
William D. Blackman
Orlando E. Woods
Charles S. Abbott

George S. Hartman
David Lathrop
James E. Chapman
Geo. Russell
Ruben Brooks

Attest

Robert D. Harris Clerk of Suburbs

It is therefore considered and ordered by the said Court
that the said Patrick Keating receive judgment against
the said City of Springfield for the sum of damages
and costs of suit taxed at

To the Honorable, The Board of County Commissioners
for our County of Hampshire

Ellen Keating Petitioner
vs
City of Springfield

Respectfully represents Ellen Keating of
the City of Springfield, in said County of Hampshire
that she is the owner in fee of two tracts of land situated
of Sharon street in said City of Springfield, which are
described as follows: one is bounded northerly by Sharon
street, easterly by land of Ellen M. Brade, southerly by
land of Patrick Keating westerly by land of said Patrick
Keating. The other is bounded northerly by said Sharon
street, easterly by land of Patrick Keating, southerly by
land of one Coleman westerly by land of Fitzgerald.

That on the twenty fifth day of May A.D. eighteen hundred
seventy four the City Council of said Springfield ordered
the laying out, establishing & constructing of a sidewalk
on both sides of said Sharon street from Main street to
Whitcomb street. That in carrying out & performing said
order the said City has greatly elevated said street in
front of your petitioner's said tracts of land to her great
damage & likewise caused great damage to your petitioner.
That said City Council has not so far as your petitioner
is informed awarded her any damages & she is thereby
aggrieved. Wherefore she prays that your honorable body
will issue a warrant for a jury to hear & determine her
complaint in accordance with the provisions of law in such
cases made and provided.

Springfield April 21st 1875

Ellen Keating
mark

The foregoing petition was entered at a meeting of the County Commissioners begun and holden at said Springfield on the second Tuesday of April in the year of our Lord one thousand eight hundred and seventy two when it was ordered that the Commissioners meet for the purpose of acting upon said petition at the Court House in Springfield aforesaid, on Tuesday the first day of June next at nine o'clock A.M. and that the petitioners cause a copy of said petition and this order thereon to be served upon the City of Springfield fourteen days at least before the said first day of June, that they may appear and be heard upon said petition. And on said first day of June it was ordered that a warrant for a jury be issued, and the Commissioners appointed M.B. Whitney Esq. to preside over the jury and a warrant was duly issued requiring the Sheriff of said County or his Deputy to summon a jury of twelve men to hear and determine the matter of complaint set forth in said petition and this petition was continued from meeting to meeting to this meeting and now the following verdict and order from the Superior Court is received, which is in words as follows to wit: Commonwealth of Massachusetts v. Commissioners Superior Court March Term 1876. In the case of Ellen Keating petitioner for a jury upon which a warrant was issued by the said County Commissioners and was issued dated August 15th 1875 and has been returned into the Court it is now ordered that the verdict of the jury be accepted, said verdict is as follows: On the matter of Catharine M. Croshaw and others petitioners for a sheriff's jury against the City of Springfield, the jury summoned by the Sheriff, under the warrant to him addressed, return the following verdicts in the cases of the several petitioners. When the petition of Ellen Keating the jury assess damages at the sum of Seventy two dollars and cents.

- | | |
|--|-------------------|
| Emerson Lee Freeman | George E. Nashman |
| Theodore Leonard | David Dathick |
| M. E. Kendall | James C. Chapman |
| William L. Blackmer | Lea Russell |
| Caleb F. Hoodie | Leuben Brooks |
| Charles A. Knell | |
| Attest Robert O. Morris Clerk Superior Court | |

It is therefore considered and ordered by the said Court that
the said John Austin recover judgment against the said
City of Springfield for the sum of Seventy seven dollars
with nine cents damages and costs of suit taxed at seventy
three dollars and forty seven cents.

Warrant of District Court April 11th 1876

To the Honorable The Board of County Commissioners
for said County of Hampden.

Thomas Austin (Pls
for a jury.

Respectfully represents Thomas Austin
of Springfield in said County that he is the owner in fee
of a certain tract of land situated on Sharon street in the
City of Springfield in said County of Hampden described
as follows: bounded southerly by Sharon street, easterly by
land of Robert Hitchcock, by land of Richard Immig,
westerly by land of Michael & Mary Moore. That on the
twenty-fifth day of May A D eighteen hundred & seventy
five the City Council of said Springfield ordered a wider
walk to be laid out, established & constructed on both sides
of said Sharon street from Main street to Chestnut street.
That in carrying out & performing said order the said
City of Springfield has greatly elevated the said street
in front of your petitioner's said tract of land to the
great damage of your petitioner & otherwise caused great
damage to your petitioner. That said City Council has
estimated & awarded damages to your petitioner in the
sum of two hundred dollars, but that the amount of said
award is insufficient for his reasonable compensation & he
is aggrieved by said estimate & award. Wherefore he prays
that your honorable body will issue a warrant for a jury
to hear & determine his complaint in accordance with the
provisions of law in such case made & provided.

Springfield, April 21st 1875.

Witness

Thomas ^{his} Austin
signed

D E Webster

The foregoing petition was entered at a meeting of the
County Commissioners begun and holden at said Spring-
field on the second Tuesday of April in the year four
thousand eight hundred and seventy five, when
it was ordered that the Commissioners meet for the

purpose of acting upon said petition at the Court House
in Springfield aforesaid, on Tuesday the last day of June
next at nine o'clock A.M. and that the petitioners cause
a copy of said petition and this order thereon to be served
upon the City of Springfield, fourteen days at least before
the said first day of June that they may appear and
be heard upon said petition. And on the said first day
of June it was ordered that a warrant for a jury be
issued and the Commissioners appointed M.B. Whitney
Esq. to preside over the jury, and a warrant was duly
issued requiring the Sheriff of said County or his Deputy
to summon a jury of twelve men to hear and determine
the matter of complaint set forth in said petition and this
petition was continued from meeting to meeting to this
meeting and now the following verdict and order from
the Superior Court is received which is in words as follows
to wit: Commonwealth of Massachusetts, Nampden ss.
Superior Court March Term 1846. To the County Com-
missioners of the County of Nampden. In the case of
Thomas Austin petitioner for a jury upon which a
warrant was ordered by the said County Commissioners
and was issued dated August 10th 1845. and has been
returned into this Court; it is ordered that the verdict of
the jury be accepted, said verdict is as follows. In the
matter of Catharine M. Cochran and others, petitioners
for a sheriff's jury against the City of Springfield, the jury
summoned by the Sheriff under the warrant to him addressed
return the following verdicts in the cases of the several petiti-
ers. Upon the petition of Thomas Austin the jury assess
damages in the sum of One hundred & fifty dollars and
cents.

Emerson Dyer Foreman

Herbert Deane

M. E. Kendall

William L. Blackmer

Calvin H. Moody

Charles S. Kibell

George E. Natcham

David Lathrop

James E. Thompson

Geo. Russell

Reuben Frocks

Attest

Robert C. Morris Clerk Superior Court

It is therefore considered and ordered by the said Court that the said Thomas
Austin recover judgment against the said City of Springfield

And Writing 1876

for the sum of One hundred and sixty two dollars and fifty
two cents damages and costs of such taxed at sixty seven
dollars and fifty one cents
Warrant of Return issued April 11th 1876.

To the Honorable the County Commissioners for the County of Hampshire in the Commonwealth of Massachusetts
Respectfully represents your petitioner, Mary Lynch of Springfield in said County that she is seized and possessed of a life estate in certain real estate situated in said Springfield on the south side of Sharon street which is three rods more or less wide on said street, about two rods wide in the rear and about 81 1/2 feet deep and being a lot of land, with buildings thereon, numbered 32 in a plan of lots recorded in the registry of deeds for said County in book 229 page 569. That the City Council of the City of Springfield, by an order passed on the 25th day of May 1874, ordered a sidewalk to be laid out, established and constructed on both sides of said Sharon St. from Main street to Chestnut street. That in complying with said order, and as being necessary to carry out the same the said city has excavated and raised the said street, opposite and adjoining your petitioner's land to her great damage and injury. Your petitioner further represents that she is unable to agree with the said City of Springfield upon the damages she has suffered by reason of their said acts and therefore asks that a jury be ordered to determine the amount due her as above.

Mary Lynch
By her Attys. Leonard & Tinsley.

The foregoing petition was entered at a meeting of the County Commissioners begun and holden at said Springfield on the second Tuesday of April in the year of our Lord one thousand eight hundred and seventy five, where it was ordered that the Commissioners meet for the purpose of acting upon said petition, at the Court House in Springfield aforesaid, on Tuesday the first day of June next, at nine o'clock A.M. and that the petitioner cause a copy of said petition and the order thereon to be served upon the

City of Springfield, fourteen days at least before the said
first day of June, that they may appear and be heard upon
said petition. And on said first day of June it was ordered
that a warrant for a jury be issued, and the Commissioners
appointed. H. B. Whitney Esq. to preside over the jury and
a warrant was duly issued requiring the Sheriff of said
County or his Deputy to summon a jury of twelve men
to hear and determine the matter of complaint set forth in
said petition and this petition was continued from meeting
to meeting to this meeting and now the following verdict
and order from the Superior Court is recorded, which is
in words as follows to wit: Commonwealth of Massachu-
setts Hampshire Superior March Term 1896. To the County
Commissioners of the County of Hampshire In the case of
Mary Lynch petitioner for a jury upon which a warrant was
ordered by the said County Commissioners and was issued
dated August 10th 1895 and has been returned into this Court
it is now ordered that the verdict of the jury be accepted,
said verdict is as follows In the matter of Catharine Mc-
Lean and others, petitioners for a sheriff's jury, against the
City of Springfield, the jury summoned by the Sheriff
under the writ made to him addressed, return the following
verdicts in the cases of the several petitioners. Where the
petition of Mary Lynch the jury assess damages in the sum
of Three hundred dollars and cents
Common Law Foreman

Frederick Diamond
M. E. Hadall
William L. Blackmer
Ephraim Moody
Charles A. Howell

George E. Markham
David Lathrop
James E. Chambers
Geo. Cornell
Reuben Brooks

Attest

Robert O'Hara

Chief Superior Court

It is therefore considered and ordered by the said Court
that the said Mary Lynch recover judgment against the said
City of Springfield for the sum of Three hundred and eight
dollars and thirty two cents damages and costs of suit to wit
to wit: a dollar and ninety two cents

Warrant of Distress issued April 11th 1896

To the Honorable, The Board of County Commissioners for
our County of Cambridge.

Respectfully represents Robert Hitchcock
of Springfield in said County that he is the owner in
fee of a certain tract of land situated on Sharon Street
in the City of Springfield in said County of Cambridge
bounded as follows bounded southerly by said Sharon
Street, easterly by Chestnut Street, northerly by land of the
heirs of W. A. Whelan, land occupied by Henry Whelan,
land more northerly of Richard Whelan's southerly by
land of Thomas Whelan. That on the twenty fifth day
of May A. D. eighteen hundred & seventy four the City
Council of said Springfield ordered the laying out, es-
tablishing & constructing of a sidewalk on both sides of
said Sharon Street from Main Street to Chestnut Street.
That in carrying out & acting under said order the said
City has greatly elevated said street in front of your
petitioner's said tract of land to his great damage & other-
wise caused great damage to your petitioner. That said
City Council has not so far as your petitioner is informed
provided him any damages, who is thereby aggrieved.
Wherefore he prays that your honorable body will issue
a warrant for a jury to hear & determine his complaint
in accordance with the provisions of law in such cases
made & provided.

Springfield April 21st 1875.

Robert Hitchcock

The foregoing petition was entered at a meeting of the
County Commissioners begun and held on at said Spring-
field on the second Tuesday of April in the year of our
Lord one thousand eight hundred and seventy five, where
it was ordered that the Commissioners meet for the
purpose of acting upon said petition at the Court House
in Springfield aforesaid, on Tuesday the first day of June
next at nine o'clock A. M. and that the petitioner cause a
copy of said petition and this order thereon to be served
upon the City of Springfield fourteen days at least before
the said first day of June that they may appear and be
heard upon said petition. And on said first day of June
it was ordered that a warrant for a jury be issued, and

Spent \$1.00
Robert Hitchcock
Pet. for a Jury
City of Springfield
1875

the Commissioners appointed H. B. Whitney Esq. to preside over the jury and a warrant was duly issued requiring the sheriff of said County or his Deputy to summon a Jury of twelve men to hear and determine the matter of complaint set forth in said petition and this petition was continued from meeting to meeting to this meeting and now the following verdict and order from the Superior Court is received, which is in words as follows to wit: Memorandum of Massachusetts Superior Court March Term 1876 To the County Commissioners of the County of Hampden: In the case of Robert Hitchcock petitioner for a jury upon which a warrant was ordered by the said County Commissioners and was issued dated August 10th 1875 and has been returned into this Court. It is now ordered that the verdict of the jury be accepted and verdict is as follows: In the matter of Catharine W. Cochran and other petitioners for a sheriff's jury against the City of Springfield, the jury summoned by the Sheriff under the warrant to him addressed, return the following verdicts in the cases of the several petitioners. Upon the petition of Robert Hitchcock the jury assess damages in the sum of Two hundred fifty dollars and cents.

Emerson Lee Foreman

Theodore Diamond

W. C. Tisdall

William D. Blackman

Calvin F. Moody

Ruben Brooks

Charles S. Newell

George E. Markham

David Luther

James E. Champion

Geo. Russell

Attest

Robert O. Morris Clerk of Superior Court

It is therefore considered and ordered by the said Court that the said Robert Hitchcock recover judgment against the said City of Springfield for the sum of Two hundred and fifty six dollars and ninety six cents damages and costs of suit taxed at sixty dollars and forty six cents.

Warrant of Pretrial issued April 17th 1876.

James Behan Pet.

for a jury

City of Springfield

City of Springfield

To the County Commissioners for the County of Hampden.

James Behan of the City of Springfield in said County respectfully represents that the City Council of said city by an order passed on the thirtieth day of

April 1875

July in the year eighteen hundred and seventy four caused
certain changes to be made in the grade of Chestnut Street
one of the public streets of said city. And the said Shehan
further represents that at that time he was and still is the
owner of a certain lot of land in said city bounded Easterly
by said Chestnut street, southerly by Sumner Street and
Northerly and Westerly by lands of the Boston and Albany
Railroad Corporation upon which stands a large and
valuable house belonging to said Shehan, and that by
the said change of grade of said street great damage
was done to the said lot and house but the
thereof greatly lessened. Yet the City Council allowed
the said Shehan only seven hundred dollars for such
damage which sum is wholly insufficient. The said
Shehan further represents that the said City Council
by an order passed on the twenty fourth day of August
in the year eighteen hundred and seventy four caused a
change to be made in the grade of said Lyman street
another public street of said City by which his said house
and lot sustained great damage and the value thereof
was greatly impaired. Yet the said City Council al-
lowed the said Shehan no compensation therefor as
damages. And being aggrieved by the aforesaid action
of the City Council, the said James Shehan prays your
Board that a jury may be ordered to hear and deter-
mine the matter of this petition and to award him
proper and adequate damages.

Springfield, June 21. 1875

James Shehan

The foregoing petition was returned at a meeting of the
County Commissioners taken and holden at said Spring-
field on the fourth Tuesday of June in the year of
our Lord one thousand eight hundred and seventy five
when it was ordered that the Commissioners select for
the purpose of acting upon said petition at the Court House
in Springfield aforesaid, on Tuesday the third day of
August next at ten o'clock, A.M. and that the petitioner
cause a copy of said petition and this order thereon to be served
upon the City of Springfield fourteen days at least before
the said third day of August that they may appear and

be heard upon said petition. And on the twelfth day of October in the year eighteen hundred and seventy five it was ordered that a warrant for a jury be issued, and the Commissioners appointed A. B. Whitney Esq. to preside over the jury and a warrant was duly issued requiring the Sheriff of said County or his Deputy to summon a jury of twelve men to hear and determine the matter of complaint set forth in said petition and this petition was continued from meeting to meeting to this meeting and now the following verdict and order from the Superior Court is received, to wit: in words as follow: To wit: Commonwealth of Massachusetts Names before Superior Court, March Term 1876. To the County Commissioners of the County of Hampden: In the case of James Mahan Petitioner for a Jury where where a warrant was ordered by the said County Commissioners and was issued dated October 13th 1875 and has been returned into this Court, it is now ordered that the verdict of the Jury be accepted, said verdict is as follows: James Mahan, Petitioner for a Jury to assess damages to The City of Springfield, before M. B. Whitney Esq. and a Shuffled Jury. Verdict of the Jury: The jurors in this case having been impaneled by Milton B. Whitney Esq. who was appointed by the County Commissioners to preside at the trial of said cause on the thirtieth day of October A.D. 1875 for the purpose mentioned in the warrant issued in this cause, having been first duly sworn and having chosen Silas Freeman foreman by ballot after carefully viewing the premises and fully hearing the parties, estimate and assess the amount of damages sustained by said petitioner by reason of certain alterations and changes in the grade of Chestnut street and Lyman street respectively, as set forth in said petition at One thousand dollars. In testimony whereof, we do hereunto set our hands.

Silas Freeman Foreman
Edward P. Tabor
John C. Porter
Charles F. Velt
Josephus Chapin

Amos Russell
Ebenezer Elwell
John M. Harmon
Charles C. Lincoln
Henry Griffin

Attest

Robert C. Harris Clerk of Superior Court

Chas. H. Hodge Clerk

It is therefore considered and ordered by the said Court that the said James Stephen receive judgment against the said Obitary Humphreys for the sum of One thousand and thirty seven dollars and fifty cents damages and costs of such suit at two hundred and sixty three dollars and three cents.

Warrant of District issued April 11th 1876.

To the Honorable County Commissioners for the County of Hampshire:

Julia A. Sisson Plt
for a Jury

Respectfully represents Julia A. Sisson of Palmer in said county that she is the owner of certain land in the Depot Village of said Palmer lying between the quarry road leading to Mexico on the south east and land now or formerly of John A. Squire on the northwest and on the line of the Ware River Railroad, that the Ware River Railroad Company a corporation duly established by law has occasioned damage to your petitioner by laying out making and maintaining a railroad through her said land, that on the 21st day of July A.D. 1875 your petitioner made application to your honorable body (as by petition now on file in your office with full appear) to estimate and assess said damages, that hereafter and within one year previous to the date hereof your honorable body did estimate said damages and such estimate was duly completed and returned and your petitioner being dissatisfied with such estimate so made by your honorable body hereby applies for a Jury to assess her said damages.

Ware River R.R. Co
57

Dated September 16. 1875.

Julia A. Sisson
By C. L. Gardner her atty

The foregoing petition was entered at a meeting of the County Commissioners held and holden at said Springfield on the first Tuesday of October in the year of our Lord one thousand eight hundred and seventy five, when it was ordered that the Commissioners meet for the purpose of acting upon said petition at the Court House in Springfield aforesaid, on Wednesday the third day of November next at nine

clock A. M. and that the petitioner cause a copy of said petition and this order thereon to be served upon the New River Railroad Company fourteen days at least before the said third day of November, that they may appear and be heard upon said petition. And on the seventh day of December in the year eighteen hundred and seventy five it was ordered that a warrant ^{and a warrant was duly issued} be issued requiring the Sheriff of said County or his Deputy to summon a Jury of twelve men to hear and determine the matter of complaint set forth in said petition and this petition was continued to the October meeting when the petitioner moved for and had leave to amend her petition, as follows: To the Honorable County Commissioners for the County of Hampden Respectfully sheweth Julia Wilson of Palmer in said County that she is the owner of certain land in the Depot Village of said Palmer bounded South easterly by the Quarry road leading from said Depot Village to Hanson and by land of Ebenezer Brown Southwesterly and South westerly by land of the Eastern Albany and the New London Northern railroad Companies Northwesterly by land of said New London Northern railroad Company land now or formerly of John A. Soule and land of Susan M. Smith and North easterly by land of said Susan M. Main street and land of said Brown and of Charles D. Walbrook that the New River railroad company a corporation duly established by law has occasioned damages to your petitioner by laying out making and maintaining a railroad through her said land that on the 31st day of July A. D. 1875 your petitioner made application to your honorable body (as by petition now on file in your office with fully a true) to estimate and assess said damages that thereafter and within one year previous to the date hereof your honorable body did estimate said damages and such estimate was duly completed and returned and your petitioner being dissatisfied with such estimate so made by your honorable body hereby applies for a Jury to assess her said damages

Dated Dec 4 1875

Julia A. Wilson

By C. L. Currier atty

Hampden Springfield Dec 7th 1875 Motion to Amend

And now the above petitioner moves to amend her petition in the above matter now on file in the office of said Commissioners

April Meeting 1896

by substituting therefor the above petition

December 3, 1895 I have by consent to the amendment as above
traced for and under my further notice on said petition
March 1896

By Jas. C. Allen its atty.

This petition was continued from meeting to meeting to this
meeting and now the following verdict and order from the Superior
Court is recorded which is in words as follows, to wit:

Commonwealth of Massachusetts, Superior
Court March Term 1896. To the County Commissioners of the
County of Nantucket. In the case of Julia A. Seem, peti-
tioner for a Jury upon which a warrant was ordered
by the said County Commissioners and was issued
dated December 7th 1895 and has been returned into
this Court, it is now ordered that the verdict of the Jury
be accepted, said verdict is as follows: Julia A. Seem
vs Ware River Railroad Company. Verdict in said case
The jurors empaneled by A. M. Bradley, Sheriff of the
County of Nantucket on the twenty ninth day of December
A.D. 1895 for the purpose mentioned in the warrant in
this case, issued on the petition of the said Julia A. Seem
against the said Ware River Railroad Company having
been first duly sworn and having chosen John C. Sessions
foreman by ballot and carefully viewing the premises
and fully hearing the parties estimate and assess the a-
mount of damages sustained by the said petitioner by
reason of the taking of her land at the sum of Twenty nine
hundred dollars with interest to date. \$2900.00
which would be a just and reasonable compensation
for all damages sustained.

Given December 30th A.D. 1895

John C. Sessions Foreman

Chas. A. Lins

W. L. Warren

David B. M. Gray

Wm. C. Jones

John H. Lombard

A. S. Converse

Abner Smith

James Hayes

Theodore Reynolds

Wm. H. Tucker

Edwin C. Bates

Attest Robert O. Morris Clerk

It is therefore considered and ordered by the said Court that
the said Julia A. Seem recover judgment against the

said Three Rivers R.R. Co. for the sum of damages and
costs of suit taxed at

Wm. H. Leavelle
Petitioner
Petitioner of Ludlow in said County respectfully represent that the
public convenience & necessity requires that a highway should
be laid out in said town as follows beginning at a point on
the highway in the village of Venderbille opposite to the
Union Church near the residence of Gilbert Pittabury thence
running Easterly to a point near the depot of the Spring-
field, Athol & Northwestern Railroad, thence Easterly on the
south side of said railroad to a point in the highway leading
from Venderbille to Three Rivers near the present crossing
of said highway over said railroad. Your petitioners further
represent that the road leading from said Venderbille in
said town of Ludlow to Athol is circuitous & hilly & a
bridge on said road near said Venderbille is unsafe & that
the public convenience & necessity requires that said highway
should be relaid from a point in said highway near the
house of George Jones in the village of Venderbille to a point
in said highway near the house of Jacob Southworth in
said Ludlow & they pray that your Honorable Board will
view the premises & lay the said road first above named
& also relay & order repairs on the road last named as may
seem to your Honorable Board proper to be made. In
duty bound, with very pray.

November 1st. 1890.

F. T. McLean & others.

The foregoing petition was entered at a meeting of the
County Commissioners holden at Springfield within and
for said County on the first Tuesday of October in the
year of our Lord one thousand eight hundred and ninety five.
At which meeting the Commissioners deeming it one of
the premises expedient appointed Thursday the twenty seventh
day of April then next and also at one o'clock in the forenoon at
the Springfield, Athol & Northwestern Rail Road Depot in
Venderbille as the time and place for viewing the premises,
and caused a copy of said petition to be served upon the clerk

of the town of Ludlow being the town where such alterations are desired for said upon the Springfield Northern
 road on thirty days at least before the time appointed
 for said view, and also caused abstracts of said petition containing
 the substance thereof, to be posted in two public places
 in said town, and also gave notice to all persons interested
 by causing a copy of said petition to be published three weeks
 successively in the Springfield Daily Republican a newspaper
 published in said County, said posting and the last publica-
 tion of said copy having been fourteen days at least before
 the time appointed for said view, and before said view was
 had, said Commissioners gave notice in like manner as described
 in the foregoing notice of the petition, to all persons interested
 of the time and place for commencing said view. And on
 the said twelfth day of April, the Commissioners
 met at the time and place appointed, and proceeded to
 view the premises, and having viewed the same the Commission-
 ers then determined to hear the parties at the same time of
 said view, and having heard the parties, said Commission-
 ers then proceeded to consider and adjudicate upon the
 prayer of said petition, and after considering the same,
 said Commissioners did then and there adjudge that
 common convenience and necessity require that the prayer
 of said petition should be granted. Said Commissioners
 did then proceed to adjourn the hearing to the next regular
 adjourned meeting and so from meeting to meeting until
 this meeting, holden on the second day of May A.D. 1876, and
 at that time of said view no person interested objecting
 thereto, the said Commissioners do now proceed to locate
 as follows to wit: Beginning at a stone monument on the
 east side of the highway in the Village of Jeterville, opposite
 the Union Church, thence running north $88^{\circ} 15'$ east 70
 feet to a stone monument in angle of the road, thence south
 64° east 28.7 feet (thirteen hundred and eighty seven feet) to a
 stone monument on the west side of the highway, leading
 from Jeterville to Three Rivers. These layings out and lines
 are for the north line and the road is laid fifty feet wide
 of the entire length the south line being parallel with the
 north. And now it is ordered that the said town of Ludlow
 cause the road aforesaid which is within the limits of the
 said town of Ludlow to be worked, made, and completed in the

most faithful and workmanlike manner, and as follows, to wit: The said road must be thoroughly bloughed where bloughing is practicable and be thoroughly cleared of stones, stumps and roots. The top soil where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, or top covering of at least three inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 18 feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of 12 inches. And the traveled part thereof must be worked to the width of 18 feet exclusive of the side slopes and of the ditches, so that carriages and teams may pass with safety and convenience over any and every part of the 18 feet aforesaid. The said traveled part of the road must be worked in the center of and parallel to its location, without any regard to the additional width laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road care must be taken to avoid unnecessary undulations and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches when they are needed must be constructed entirely without the traveled part of the road of 18 feet as aforesaid, and must be made by sloping from the exterior line of the of the traveled part of the said road two and a half feet, at an angle of twenty four degrees or two and one half feet slope to one foot rise to be measured horizontally with the longer chord line of the crown of

of the road, they must be so constructed, hauled with the center line of the track, back of the road, without unnecessary curves in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees, where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Road road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveler, the railing must consist of straight hand some chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base, may be substituted for the stone posts aforesaid. All joining or splittings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or posts, at least one foot in length in such manner that the chamfered faces will fit and be close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. As a stone wall built in a substantial and workmanlike

masonry, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 2 feet within the edge of the slope of the embankment, and without in any manner obstructing or interfering with said 18 feet for the traveled part of the road. Where the sides of embankments are constructed or secured with substantial well laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense, this kind of structure will be required) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height, the inner face thereof being perpendicular; the road need be worked to no greater width than twenty-four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial well laid stone abutments and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 12 inches in addition, except the span of the arch or arches of a bridge, each except three feet in the clear, when it may be covered with good chestnut or white oak, three inch planks. Whenever a bridge is covered with planks the top of the planking must be at grade, and a stick of chestnut timber two inches on the bottom and inside, and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the planks against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty-four feet long, measured at right angles with the direction of the road, and be substantially and properly raised to the height of three feet, and to the width of not less than 18 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge and be measured in the same manner with good, firm straight stone sides

or abutments not less than two feet apart and 18 inches high, and covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road or road sluceways must be covered 12 inches in addition. The owner of land over which said road is located, retains the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road as hereafter prescribed and construct said culverts or bridges in manner prescribed for the bridge, and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required to leave the side bank thereof nearest said building in the best shape for placing in a bank wall if the owner of said building shall object, otherwise as to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto, provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing, (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or raised beside the proposed traveled way by the owner of land over which said location is made whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings intersections or connections therewith as to render them perfectly safe and convenient for the traveler. And it is further

ordered that the grading of the road aforesaid which is within the town of Dudley be so worked as not in any place to exceed the angle of ascent or descent from a horizontal line hereafter mentioned. And said grading is as follows, to wit: The grading shall be as nearly uniform as the general surface of the ground will allow, and no part thereof shall exceed a grade of seven feet in one hundred. And it is further ordered by the County Commissioners that the building now standing on the south corner of this location near by adjacent to the Union Church be allowed to remain on its present location during the lifetime of said building. No persons or corporations having appeared to claim damages and no one in the opinion of the Commissioners being entitled to any therefore none are awarded. The owners of land on which this location is made are allowed until the twentieth day of May A.D. 1876 to remove their trees and fences. And it is further ordered by the County Commissioners that the town of Dudley cause the foregoing construction of highway to be made and completed to the acceptance of the County Commissioners on or before the first day of July A.D. 1876.

Lawrence Noble }
John O'Donnell } County Commissioners
Lucius F. Payne }

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered is accepted and the road established as and for a public highway.

Joseph Thompson
Petitioner for redress of damages
vs.
The New River R.R. Co.

To the Honorable County Commissioners of the County of Hampshire
Respectfully represents Joseph Thompson of Palmer in said County that he is the owner of a certain tract of land situate in said Palmer bounded Northwesterly by the highway leading from Palmer Depot to Shaw Woods Northwesterly by land of Willis Phelps, Southwesterly by land of the New London Northern Railroad Company and Southwesterly by land of the New River Railroad company. That the New River Railroad Company a corporation duly established by law has caused damages to your petitioner by laying

Northampton 1876

not making and maintaining a railroad through the land of
your petitioner above described and by taking therefor a portion
of said described land which damages have never been
paid by said Ware River Railroad Company and your
petitioner is unable to agree with said Ware River Rail-
road Company upon the amount of said damages.
Wherefore your petitioner humbly prays your honorable
body to estimate and assess said damages and to order
and authorize to construct and maintain such embank-
ments ditches culverts walls fences passes ways or other
structures as you may judge reasonable and proper for
the security and benefit of your petitioner and to make
such other orders in the premises as law and equity may
require.

March 11th 1876.

Joseph Thompson
By O. L. Gardner
His Atty.

The foregoing petition was entered at a meeting of the
County Commissioners begun and held at Springfield
in said County on the second Tuesday of April in the
year of our Lord one thousand eight hundred and seventy
six and now upon the petition aforesaid the County
Commissioners having caused due notice to be given of
the time and place when and where they would meet to
act upon said petition met at the Court House in Spring-
field on the second day of May and by adjournment at Palmer
on the sixteenth day of June to the eighth day of June and
by adjournment to Springfield on the twelfth day of
June. At Eighteen hundred and seventy six at which
meetings the petitioner appeared by his attorney O. L.
Gardner and the respondents appeared by their attorneys
Samuel Allen and E. R. Haynes and after fully hearing
the parties and due consideration had thereon on the said
twelfth day of June said Commissioners do award and
determine that the said Ware River Railroad Co. shall
pay the said Joseph Thompson the sum of \$100 hundred
and seventy dollars. And it is further ordered by said
Commissioners that the said petitioner shall retain the
right over said land to all farm crossings and cattle pas-
ses as he now has at the same points over the Ware River

Northern Rail Road. When full compensation for all damages the said Joseph Thompson will sustain by reason of the taking of the aforesaid land.

Lawson Sibbey }
John O. Donald } County Commissioners
Lucius H. Thayer }

Peggy Lee Pitt for
cost of damages

The Honorable County Commissioners of the County of
Hampden

Respectfully represents Peggy Lee of Palmer in
said County that she is the owner of a certain tract of land

situate in said Palmer bounded Northerly by the high
way leading from Palmer Depot to Shaw Head North
westerly by land of Ebenezer Brown, north westerly by land
of the New London Northern Railroad Company and South
easterly by land of Albert Burleigh and Willis Phelps; that
the New River Railroad Company a corporation duly estab-
lished by law has occasioned damages to your petitioner by
laying out, making and maintaining a railroad through the
land of your petitioner above described and by taking there-
for a portion of said described land and by obstructing pas-
sage ways thereon which damages have never been paid by
said New River Railroad Company and your petitioner
is unable to agree with said New River Railroad Company
upon the amount of said damages. Wherefore she humbly
prays your honorable body to estimate and assess said
damages and to order said corporation to construct and
maintain such embankments, drains, culverts, walls, fences,
passage ways or other structures as you may judge
reasonable and proper for the security and benefit of your
petitioner and to make such other orders in the premises
as law and equity may require.

March 11th 1876

Peggy Lee
By C. L. Chedoke for &c.

The foregoing petition is entered at this meeting and now
when the petition aforesaid the County Commissioners
having caused due notice to be given of the time and place
when and where they would meet to act upon said petition

met at the Court Room in Springfield on the second day of May and by adjournment at Palmer on the sixteenth day of June to the eighth day of June and by and by adjournment to Springfield on the twelfth day of June A.D. eighteen hundred and seventy six, at which meetings the petitioner appeared by her attorney Chas. L. Gardner and the respondents by their attorney James G. Allen and Chas. Hayward and after fully hearing the parties and due consideration had been given on the said twelfth day of June said Commissioners do award and determine that the said West River Rail Road Co. shall pay the said Pazy Ann the sum of Two hundred and fifty dollars And it is further ordered by said Commissioners that the said petitioner shall retain the right over said lands to all farms, to all farm crossings and cattle passes as she now has at the same points over the New London Northern Rail Road. All in full compensation for all damages the said Pazy Ann will sustain by reason of the taking of the aforesaid lands.

Lawson Hibley }
 John O'Donnell } County Commissioners
 Lucius F. Thayer }

To the Honorable County Commissioners of the County of
 Hampshire
 Respectfully presents Chas. B. Wilford of Palmer
 in said County that she is the owner of a certain tract
 of land situated in said Palmer bounded Northeasterly by
 the highway leading from Palmer Depot to Three Rivers,
 Northwesterly by land of Charles Brown, Southwesterly
 by land of the New London Northern Railroad Company
 and Southeasterly by land of said Brown. That the New
 River Railroad Company a corporation duly established by
 law has occasioned damages to your petitioner by laying
 out, making and maintaining a railroad through the
 land of your petitioner above described and by taking there
 for a portion of said described land which damages have
 never been paid by said New River Railroad Company and
 your petitioner is unable to agree with said New River

Chas. B. Wilford
 Petitioner for set of damages
 on
 New River R.R. Co
 vs
 C. B.

Railroad Company upon the amount of said damages.
Wherefore your petitioners pray your honorable body to estimate and assess said damages and to order said corporation to construct and maintain such embankments, drains, culverts, walls, fences, passes, ways or other structures as you may judge reasonable and proper for the security and benefit of your petitioners and to make such other orders in the premises as law and equity may require.

March 11th 1876

Olava B. Walbrook
By O. L. Gardner Her Atty

The foregoing petition is entered at the meeting and now upon the petition aforesaid the County Commissioners having caused due notice to be given of the time and place when and where they would meet in action said petition met at the Court House in Springfield in the second day of May and by adjournment at Palmer on the seventh day of June to the eighth day of June and by adjournment to Springfield in the twelfth day of June A.D. Eighteen hundred and seventy six. At which meetings the petitioners appeared by her attorney O. L. Gardner and the respondents appeared by their attorneys James B. Allen and E. F. Hayward and after fully hearing the parties and due consideration had thereon on the said twelfth day of June said Commissioners do award and determine that the said Olava B. Walbrook shall pay the said Olava B. Walbrook the sum of one hundred dollars. And it is further ordered by said Commissioners that the said petitioners shall retain the right over said lands to all farm crops and cattle passed as she now has at the same points over the New London & Northern Rail Road All in full compensation for all damages the said Olava B. Walbrook will sustain by reason of the taking of the aforesaid lands.

Lawrence Sibley }
John O. Grinnell } County Commissioners
Lucius F. Haynes }

To the Honorable County Commissioners of the County of Hampshire

Shut. Meeting Feb.
Chas. Brown Pet.
for act of damages

Respectfully sheweth Chas. Brown of Palmer in said County that he is the owner of two certain tracts of land situated in said Palmer and bounded as really as follows. The first tract Northeasterly by the highway leading from Palmer Depot to Green River, Northerly by land of Olan S. Vailbrook, Southwesterly by land of the New London Northern Railroad Company and South easterly by land of Pegg's Cove. The second tract Northeasterly by the above named highway, North westerly by land of Parker Shearch, Southwesterly by land of said New London Northern Railroad Company and South easterly by land of said Olan S. Vailbrook. That the New River Railroad Company a corporation duly established by law has occasioned damages to your petitioners by laying out, making and maintaining a railroad through the lands of your petitioners severally above described and by taking therefor a portion of said described land, which damages have never been paid by said New River Railroad Company and your petitioners are unable to agree with said New River Railroad Company upon the amount of said damages. Wherefore he humbly prays your honorable body to estimate and assess said damages and to order said corporation to construct and maintain such embankments, drains, culverts, walls, fences, fences, walls or other structures as you may judge reasonable and proper for the security and benefit of your petitioners and to make such other orders in the premises as law and equity may require.

March 11th 1876

Chas. Brown
By C. L. Bradner his Atty

The foregoing petition is entered at this meeting and was when the petition above said this County Commissioners having caused due notice to be given of the time and place when and where they would meet to act upon said petition met at the Court House in Springfield on the second day of May and by adjournment at Palmer on the day of June to the eighth day of June, and by adjournment to Springfield

on the twelfth day of June A.D. eighteen hundred and seventy-six, at which meetings the petitioner appeared by his attorney O. L. Hudson and the respondents appeared by their attorneys James C. Allen and E. S. Hayward and after fully hearing the parties and due considerations had been on the said twelfth day of June said Commissioners deputed and determined that the said Ware River Rail Road Co. shall pay the said Ebenezer Brown the sum of Five hundred and one dollar. And it is further ordered by said Commissioners that the said petitioner shall retain the right over said land to all farm crossings and cattle passes as he now has at the same points over the New London Northern Rail Road. All in full compensation for all damages the said Ebenezer Brown will sustain by the reason of the taking of the aforesaid land.

Lucius Libby }
John O'Donnell } County Commissioners
Lucius F. Hayes }

Charles Shearer Petitioner
for act of damages

To the Honorable County Commissioners of the County of
Newspden

The Ware River R.R. Co.

Respectfully represents Charles Shearer of Palmer in said County that he is the owner of a certain tract of land situate in said Palmer bounded Northerly partly by the highway leading from Palmer Depot to Third Street and partly by lands of James Whitman and lands owned by John Will. Northerly by the highway leading from said first named highway past the house of Almon Hastings to Springfield. Westerly and South Westerly by land of the New London Northern Railroad Company and South easterly by land of Ebenezer Brown, that the Ware River Rail Road Company a corporation duly established by law has occasioned damages to your petitioner by laying out, making and maintaining a railroad through the land of your petitioner above described and by taking therefor a portion of said described land and by obstructing passage ways thereon which damages have never been paid by said Ware River Rail Road Company and your petitioner is unable to agree with said Ware River Railroad Company upon the amount of said damages. Therefore he humbly prays your honorable

April 18th 1896

body to estimate and assess said damages and to order
and cooperation to construct and maintain such embank-
ments, drains, culverts, walls, fences, passages, ways or other
structures as you may judge reasonable and proper for
the security and benefit of your petitioners and to make
such other order in the premises as law and equity may
require.

March 11th 1896

Purton Shearer
By C. L. Gudnow his Atty

The foregoing petition is entered at this meeting and now
when the petition aforesaid the County Commissioners
having caused due notice to be given of the time and place
when and where they would "to act upon said petition"
met at the Court House in Springfield on the second
day of May and by adjournment at Palmer on the sixteenth
day of June, to the eighth day of June, and by adjourn-
ment to Springfield on the twelfth day of June A.D.
eighteen hundred and ninety-six, at which meetings
the petitioner appeared by his attorney C. L. Gudnow
and the respondents appeared by their attorneys James
O. Howe and E. C. Maynard and after fully hearing
the parties and due consideration had thereon on the said
twelfth day of June said Commissioners do award and
determine that the said Ware River Rail Road Co shall
pay the said Purton Shearer the sum of Five hundred
and seventy three dollars. And it is further ordered by
said Commissioners that the said petitioner shall retain
the right over said land to all farm crossings and
cattle passes as he now has at the same points over the
New London & Northern Rail Road. All in full compensa-
tion for all damages the said Purton Shearer will sustain
by the reason of the taking of the aforesaid land.

Lawson Subley }
John O. Donnell } County Commissioners
Lucius H. Traylor }

John A. Squier to the Honorable County Commissioners of the County
for set of damages of Hamden.

20.

The New River Railroad Co. no said County that he is the owner of a certain tract of
land situate in said County bounded North easterly by the
highway leading from Palmer Depot to Thair Corner
North westerly by land to the New River Railroad Company
South westerly by land of the New London Northern Rail-
road Company and North easterly by land of John A.
Squier and said New London Northern Railroad Company
That the New River Railroad Company a corporation duly
established by law has occasioned damages to your petitioners
by laying out, making and maintaining a railroad through
the land of your petitioners above described and by taking
therefor a portion of said described land and by obstructing
passage ways thereon which damages have never been
paid by said New River Railroad Company and your
petitioners is unable to agree with said New River Rail-
road Company upon the amount of said damages Where-
fore your petitioners humbly prays your honorable body to
estimate and assess said damages and to order said Corpo-
ration to construct and maintain such embankments, drains,
culverts, walls, fences, passes, ways or other structures as
you may judge reasonable and proper for the security and
benefit of your petitioners and to make such other orders in
the premises as law and equity may require.

March 11th 1876.

John A. Squier

By C. L. Gardner his Atty.

The foregoing petition is entered at this term and now upon
the petition aforesaid the County Commissioners having
caused due notice to be given of the time and place when and
where they would meet to act upon said petition met at the
Court House in Springfield on the second day of May and
by adjournment at Palmer on the seventh day of June to the
eighth day of June and by adjournment to Springfield on
the twelfth day of June A.D. eighteen hundred and seventy
six, at which meetings the petitioners appeared by his attorney
John L. Gardner and the respondents appeared by their attor-
neys James G. Allen and E. B. Hayward and after fully

16th Nov 1846

having the parties and due consideration had thereon, on this
said 10th day of June said Commissioners do agree and
determine that the said Ware River Rail Road shall
pay the said John A. Squire the sum of Two hundred &
twenty five dollars, and it is further ordered by said
Commissioners that the said petitioner shall retain
the right over said land to all farm crossings and cattle
paths as he now has at the same points over the New
London & Northern Rail Road & all in full compensation
for all damages the said John A. Squire will sustain by
reason of the taking of the aforesaid lands.

Lawson Sibbey }
John C. Corbitt } County Commissioners
Lucius H. Fay }
75

to the Venerable County Commissioners in and for the
County of Hampden, Commonwealth of Massachusetts
Respectfully represents the Springfield, Athol and
Northampton Railroad Company That in the location and
construction of the extension of their Railroad from Springfield
to Springfield they took certain lands of the
Hampden Iron and Chemical Works situated in Spring
field in said County, as is shown by the location of said
Railroad on file in the Clerk's Office. And which
lands are particularly described as follows beginning
at the westerly end of the premises at the easterly line
of Henry's Street thence easterly three rods wide, through
land of said Iron and Chemical Works eighty three
feet measured on the centre line of said Company's Rail
road and lying one rod wide on the northerly side and
two rods wide on the southerly side of said centre line
measured at right angles therewith, thence continuing east-
erly four rods wide, Two hundred and eight feet measured
on said centre line to land formerly of Phelps & Mattoon
and lying two rods wide on each side of said centre line
measured at right angles therewith. Said track containing
one acre and ninety nine rods. And your petitioners have
been unable to agree with said Hampden Iron and Chem-
ical Works as to the compensation for the taking of said

The Springfield, Athol & N.
Co. Total paid of damages

75

land & build on they pray your honorable Board to issue
said premises and make suitable award therefor
Springfield April 1st 1896.

Springfield Sibley & Northwestern Lumber Co.
By W. Phelps President

The foregoing petition is entered at this meeting and now
upon the foregoing application the Commissioners having
met the parties by appointment at the Court House in
Springfield upon the 2nd day of May, and by adjournment
upon the 3rd day of May, A.D. 1896, having fully heard the
parties and after careful consideration do award and determine
that the said Springfield Sibley and Northwestern Rail Road
Company shall pay to the said Vankin Saw and
Chemical Works the sum of sixteen hundred and forty
eight dollars And said Commissioners also decree that
the said Rail Road shall give to the said Vankin Saw
and Chemical Works a strip of land on the North side
of said Rail Road one hundred feet long and sixteen and
one half feet wide being a strip of land between stations
826 and 827 on map of Rail Road on file in the office of
the Clerk of the Courts, the said money and lands being in
full for all damages occasioned by the taking of land as
set forth in said application including interest to date.
Lucius Sibley being disqualified to act as Commissioner.
Roland Parks Special Commissioner, was called and acted
in his stead.

John O'Donnell } County
Lucius F. Thayer } Commissioners.
Roland Parks } Special Commissioner

County Treasurer
authorized to borrow
\$20,000

And it is voted that the County Treasurer be authorized and
impowered to borrow of the Third National Bank of Springfield
in behalf of said County and in anticipation of the County
Tax such sum or sums of money as may be necessary and to
execute and deliver note or notes therefor not exceeding however
in all the sum of twenty thousand dollars.

James Menon

James Menon is licensed as an innholder at his hotel situated
on the corner of Springfield May 2nd

Northampton 1876

License

C. S. Cashman is licensed as an innholder at his hotel situated in the town of Monmouth, N. J.

In conformity with a resolve of the General Court passed at their present session April 27th 1876 granting a tax of eighty thousand dollars (\$80,000) for the County of Hampshire the same is apportioned upon the several cities and towns in said County in manner following:

County Tax assessed:

Amherst	1319.40	Montgomery	148.65
Blairford	427.40	Palmer	1932.63
Brimsfield	613.23	Russell	427.41
Chicopee	576.06	Southwick	650.40
Chicopee	6032.33	Springfield	40978.55
Granville	445.98	Tolland	244.57
Holland	131.07	Wales	464.56
Uxbridge	10703.85	Westfield	7377.48
Longmeadow	1442.31	West Springfield	3084.78
Dudlow	576.06	Wilbraham	1022.86
Monmouth	1575.23		

And warrants have been issued dated May twenty seventh eight hundred and seventy six directed to the Selectmen or Assessors of the several towns and cities in said County directing them to assess the same upon the inhabitants of their respective towns and cities and requiring their collectors or constables to collect the same and pay the same to M. Wells Bridge Esquire County Treasurer or his successor or order by the last day of August ensuing as the law directs.

Sundry accounts being now presented are allowed amounting to the sum of seven thousand five hundred dollars and ninety five cents and the same are ordered to be paid from the County Treasury.

\$7500.95

The following persons are allowed the sum set against their respective names for damages to land taken for high-ways on petitions of N. S. Lucas, amounting to the sum of four hundred and ninety five dollars and the same are ordered to be paid from the County Treasury.

Land Damages

\$495.00

To Edward Tick on Pithon of A. S. Lucas	\$10.00
" Phineas Cratis " " D. B. Holcomb	200.00
" Bradford W. Palmer " " " " "	30.00
" Parley Clark " " " " "	40.00
" Timothy Kiefe " " " " "	140.00
" Cratis Fay " " " " "	75.00

Namphden ss June 26. 1846.

Judgment is entered up according to reports &c. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day

Attest

Robert Thomas Clerk

Commonwealth of Massachusetts
Hampden ss.

At a meeting of the County Commission
we began and holden at Springfield within and
for the County of Hampden on the fourth Tues-
day of June being the twenty seventh day of said
month, and the adjournments on the third
and thirty first days of July, on the fifth tenth
and thirty first days of August, and on the
fifth ninth and twenty third days of September
in the year of our Lord one thousand eight
hundred and seventy six

Present Samuel Dickey, Chairman

John O'Donnell } County
L. F. Thayer } Commissioners

To the Honorable the County Commissioners of
the County of Hampden.

Elisha P. Parks et
al Petitioners

Respectfully represent Elisha P. Parks,
Lyman R. Bartlett, Laura M. Webb, Stephen
Port, Philip Martin and Henry Sackett all
of Westfield, Hampden County Massachusetts
that they are severally the owners of tracts of
land situated in said Westfield through
upon which a street or way called Elm
Street is laid, not running northerly from
the depot of the Boston & Albany Rail Road, &
that upon the petition of William A. Garrison
whether the said street or way was altered &
indented upon land of your petitioners by
an order of your honorable board dated
January 3-4th 1873. The tracts of land above
referred to are as follows - one belonging to the
said Parks bounded westerly by said Elm
Street, northerly by land of Philip Martin,
easterly by Union Street, & southerly by land
of one Carpenter, being about one mile
long on said Elm Street. Another belonging
to said Parks bounded easterly by said

The County Comm^{rs} of
Hampden ss.
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Belmont, southerly by land of L. B. Blood,
 Westerly by land of the New Hampshire
 Real Estate Company, northerly by the Montgom-
 ery road, being about five rods on said Belmont.
 Another tract owned by said Bartlett
 bounded Westerly by said Belmont, northerly
 by land now or formerly of Roswell Sherman, E.
 southerly by land of Erastus Collins, & southerly
 by land of L. B. Blood, being about eight rods on
 said street. Another tract owned by said Laura
 M. Neil bounded Westerly by said Belmont,
 northerly by land of Stephen Root, easterly by
 land of Erastus Collins, & southerly by land now
 or formerly of Roswell Sherman, being about five
 rods on said street. Another tract owned by Ste-
 phen Root bounded Westerly by said Belmont,
 northerly by land of Thomas A. Davis, easterly by
 land of Erastus Collins, & southerly by land of
 Mrs. Laura M. Neil, being about ten rods on said
 street. Another tract owned by Philip Martin, bound-
 ed Westerly on said Belmont, northerly on land
 of Henry Bartlett, easterly on Union Street, southerly
 on land of C. P. Parks, being about five rods on
 said street. Another tract owned by said Henry
 Bartlett bounded Westerly on said Belmont, north-
 westerly on land of Abner Bankson, easterly on
 Union Street, & southerly on land of Philip Martin,
 being about four rods on said street. And your
 petitioners aver that they have each suffered dam-
 ages to their respective lands from the altering
 & widening of said Belmont, and that they are
 adversely aggrieved by the order of your honorable
 relation to the altering & widening of said street,
 & the award of damages therefor. Wherefore they
 respectfully request & humbly pray that a jury
 may be ordered to award them several dam-
 ages for the injury to their said lands from the
 said altering & widening of said street.

Witness P. Parks

Henry B. Bartlett

Laura M. Neil

Amos Root
Philip Martin
Lester Sackett
By Barnes & Knabston, their Attys.

June Term 1876

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said county on the first Tuesday of October in the year of our Lord one thousand eight hundred and seventy and this petition was continued from meeting to meeting to the meeting holden for said county on the fourth Tuesday of June in the year of our Lord one thousand eight hundred and seventy four, and by adjournment on the twenty eighth day of August in the year of our Lord one thousand eight hundred and seventy four, at which meeting it was ordered that a warrant for a jury be issued. And a warrant was duly issued requiring the Sheriff of said county or his Deputy to summon a jury to hear and determine the matter of complaint set forth in said petition. And this petition was continued from meeting to meeting until the June meeting eight hundred and seventy five, when the death of Abisha P. Parks one of the petitioners was suggested, and Oliver B. Parks and Mary A. Parks Administrators of his estate moved for and had leave to appear as his representatives to prosecute his petition. And this petition was continued from meeting to meeting to this meeting, and now the following verdict and order is received from the Superior Court Commonwealth of Massachusetts, Superior Court, June Term 1876. To the County Commissioners of the County of Hampden. In the case of Abisha P. Parks and others, petitioners for a jury, upon which a warrant was ordered by the said County Commissioners, and

was found dated September 3^d 1874, and has been returned into this court. It is now read that the verdict of the jury be accepted. Said verdict is as follows: The jurors impaneled by A. M. Sheriff of the County of Hampden on the seventh day of September A.D. 1874 for the purpose mentioned in the warrant in said case, issued on the petition of the said Elisha P. Parks and others, against the Inhabitants of the County of Hampden, having been first duly sworn, and having chosen Emerson Burr, Foreman by ballot, after carefully viewing the premises and fully hearing the parties, estimate and assess the amount of damage sustained by the said petitioners, by reason of the taking of their land for the purpose of the altering and widening of a way or street called Elm Street in the town of Westfield in said County of Hampden, damage as follows - to Elisha P. Parks the sum of Three Thousand & fifty Dollars on Block lot House lot Two Hundred Ten ¹⁰⁰ Dollars to Lemman B. Bartlett the sum of Four Hundred & Eight ⁸⁰ Dollars to Laura ¹⁰⁰ Paul the sum of One Hundred Sixty five ¹⁰⁰ Dollars to Stephen Root the sum of Two Hundred & four ¹⁰⁰ Dollars to Phillip Martin the sum of Two Hundred Dollars to Henry Sackett the sum of one Hundred Thirty one ¹⁰⁰ Dollars as a just and reasonable compensation for all the damage sustained by the said petitioners Emerson Burr } Foreman.

- J. L. Francis
- W. L. F. Kirkland
- W. D. Arnold
- Fred. A. Sykes
- John D. Gallup
- O. B. Combs
- Mr. M. Star
- Oliver Garvin
- R. B. Pepper
- Le. A. Northup

J. de Parsons
Attchd.

Robert O. Morris Clerk of the Superior Court.
\$327.26 taxed as petitioner costs by the Superior Court.
J. O. Morris - And now it is ordered by said Commissioners that said
order and adjudication be recorded, and that the said Eliza S. Parks,
^{Robert O. Morris, Philip Martin & Henry Jackson}
Lynn R. Badlett claim the said record judgment against the said Robert O. Morris of the sum of \$327.26 damages, and costs of suit, taxed at \$291.26

to the County Commissioners of the County of

Mayor & Aldermen
of Holyoke. Pet. to lay
highway across Comm.
River R.R. at grade.
6/

The undersigned Mayor and Alder-
men of the City of Holyoke hereby respectfully
apply to your Hon. Board for permission to
lay a Town Way across the Comm. River Rail
Road at grade, at that point in said Holyoke
where Appleton Street intersects the said Rail
Road, and as in duty bound will ever pray.
Holyoke, October 1875.

P. B. de Parsons Mayor
Wm. Grover
L. G. Chase
Matthew Welch
John A. Wright
Edward Chamber
Geo W. Prentiss
James F. Allgren
and
Aldermen
of
Holyoke

The foregoing petition was entered at a
meeting of the County Commissioners holden
at Springfield within and for said County
on the last Tuesday of October in the year
of our Lord one thousand eight hundred
and seventy five and was continued to the
December meeting eighteen hundred and
seventy five, at which meeting the commis-
sioners appointed a place and time for a
view of the premises, and directed notice of
the same to be given and said petition
was continued from meeting to meeting to
this meeting and now it is ordered that
said petition be dismissed.

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Charles W. Alden, Petr.
forst. of damages
as
The City of Springfield
62)

To the Honorable the County Commissioners of the
County of Hampden in the Commonwealth of
Massachusetts.

Respectfully represents your petitioner
Charles W. Alden of Ludlow in said County that
the City of Springfield, by virtue and in execu-
tion of the power and authority in it vested by
the Legislature of said Commonwealth by an
act approved May 6th 1872, and by chapter 75 of
the acts of 1873 and chapter 202 of the acts of 1874,
amendatory and additional thereto has taken
and holds large tracts of land and other real
estate for laying and maintaining aqueducts
or pipes, constructing and maintaining reservoirs
dams and other works necessary and proper
for raising, forcing, retaining, distributing, dis-
charging and disposing of water with which
to supply said city as is provided in said
act and for said purpose, and by virtue of
the power and authority in it vested as aforesaid,
and in execution of the same has taken
and holds water, and water-rights, and has
constructed dams, reservoirs, aqueducts and
other works. That your petitioner is the owner of
several tracts of land situate in said Ludlow
some of which tracts contain valuable water-
rights also the property of your petitioner, parts of
which tracts and water-rights have been taken
and used by said city as aforesaid whereby your
petitioner is greatly damaged and put to a
great loss, both by the taking of said lands and
water-rights, and the damage which has re-
sulted to the remainder by such takings and
also by the taking and using by said City for
the purpose and in the manner aforesaid of
lands adjoining said several tracts. A descrip-
tion of the lands containing those which are
damaged, as well as those which have been
taken as aforesaid, and also said water-rights
is hereto annexed marked A. B. &c., and is
hereby made a part & part of this petition.

My petition further represents that he is unable to agree with said City of Springfield upon the amount of said Tax, and therefore prays that the same may be ascertained by your honorable body

Dated Nov. 8 1875.

Description "A"

A tract containing about 120 acres bounded and described as follows:- Beginning on the South-side of the highway leading from Dedlow to Bondville at corner of fence near a school house being the north-west corner of said tract, thence Easterly on said highway about 100 rods to the Belchertown line. Thence Southerly on said Belchertown line about 250 rods to land of Alexander Whitney thence Westerly on land of said Whitney 45 rods to land of Edward Stewart. Thence Northerly on land of said Stewart and Orin Alden, 84 1/2 rods to said Alden's north-east corner. Thence Westerly on said Alden's land about 90 rods to land of Mudd W. Alden. Thence Northerly on land of said Mudd W. about 20 rods. Thence Westerly on same land about 11 rods. Thence N. Westerly on same land about 27 rods to the highway. Thence Northerly on said highway about 45 rods to place of beginning.

Description "B"

A tract consisting of about 13 1/2 acres bounded and described as follows:- Beginning at the south-west corner of land of said Whitney. Thence Northerly on said Whitney about 24 rods to land decided to the City of Springfield by Charles W. Alden. Thence Westerly on land of said city about 40 rods. Thence Northerly on said City's land about 50 rods to land of Sikes Brothers and Alden. Thence westerly on said last named land 14 rods. Thence Southerly on same land about 70 rods. Thence Easterly on same land and

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land of Merrill W. Alden about 61 rods to place
of beginning

Description &c.

One undivided half in common of D. W. Sikes
and F. H. Sikes (1/4 each) of a tract containing
about 13 acres bounded and described as follows:-
Beginning at the North West corner of land of
Merrill W. Alden. Thence Southwesterly on said Merrill
W. land about 40 rods to land of Elias Billings
Thence Westerly on said Billings land 26 rods
to land of the City of Springfield. Thence Northwesterly
on said city's land 90 rods. Thence Easterly on
same land 13 rods. Then North Easterly on
same land 15 rods. Thence Southwesterly on same
land 18 rods to land of Charles W. Alden. Thence
Westerly on said Alden's land 14 rods to his north-
west corner. Thence Southwesterly on said Alden's
land 60 rods to his South-west corner. Thence
Easterly on said Alden's land 16 rods to the place
of beginning.

Charles W. Alden

by L. S. Gardner

his Atty.

The foregoing petition was entered at the meeting
of said Commissioners held for said County
on the first Tuesday of October in the year of
our Lord one thousand eight hundred and
seventy five, and was continued from meeting
to meeting to the April meeting in the year
above last one thousand eight hundred and
seventy six, when it was ordered, that the Com-
missioners meet for the purpose of acting upon
said petition, at the station of the Boston and Alba-
ny Rail Road, at Collins Depot in Wilbraham in
said County, on Tuesday the thirtieth day of June
next, at nine o'clock A.M. and that the petitioner
cause a copy of said petition and this order thereon
to be served upon the City of Springfield, fourteen
days at least before the said thirtieth day of June
that they might appear and be heard upon said
petition And this petition was continued to

been meeting and now the following award is
 returned and filed. Upon the foregoing petition
 the County Commissioners having caused due
 notice to be given of the time and place where
 and where they would meet to act upon said
 petition and at the Court House in Springfield
 on the tenth day of July A. D. eighteen hun-
 dred and seventy six, at which meeting the
 petitioner appeared by his attorney Charles
 W. Alden and after fully hearing the parties
 and due consideration had thereon, on the
 said tenth day of July said Commissioners
 do determine that the said Charles W. Alden
 is entitled to no damages and do further
 decree and determine that the said Charles
 W. Alden shall pay all costs that have arisen
 by reason of said application.

L. F. Thayer } County
 John O'Donnell } Commissioners
 H. C. Spillman }

Commonwealth of Massachusetts
 To the County Commissioners for the County
 of Hampden.

Samuel R. Collins
 Pet. for a Survey
 do
 The Office of the County
 R. R. No.
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Respectfully represents Samuel
 Collins of Longmeadow in said County
 that he is and for many years last past has
 been the owner of a certain tract of land situ-
 ate in said Longmeadow, bounded on the
 North by land of David Lathrop and S. B.
 Chapman, on the East by the Highway lead-
 ing from East Longmeadow to "The Shakers"
 and land of Robert Goddard, on the South
 by land of The Church Family of Shakers and
 land of Sumner W. Bates, and on the West by
 land of E. J. Durr and land of the North
 Family of Shakers, the same being subject to
 a mortgage to the South Family of Shakers.
 That The Springfield and New London

Railroad Company, a railroad corporation established under the laws of this Commonwealth, and having a usual place of business in said county, being authorized to take land for, and construct a railroad in said Longmeadow, has located its road over and upon the aforesaid lands of your petitioner, and has taken a portion thereof for the purpose of their railroad, the part so taken being indicated on the plan of location on file in the office of the clerk of the courts and of the county commissioners for said county. And your petitioner avers that he has been damaged by the location of said railroad over and upon his said lands, and by the taking of his lands as aforesaid, and that herebefore, to wit on the nineteenth day of August A. D. 1875 he filed his petition to the county commissioners for said county, praying, among other things that said commissioners would estimate and determine the amount of damage sustained by your petitioner by the said location of said railroad and the taking of his land as aforesaid. And upon said petition after service of due notice of the pendency thereof, to said Railroad Company, and a view of the premises, and a hearing of the parties thereto, the said County Commissioners for the County of Hampden by their award filed on the seventh day of December A. D. 1875 estimated and determined the damage sustained by your petitioner by said location of road and taking of land, at the sum of six hundred and twenty five dollars, and ordered that the said Railroad Company pay your petitioner that sum in that behalf, the mortgage having assented to the award of the whole damage to your petitioner. And your petitioner being aggrieved by and dissatisfied with said estimate and determination of said commissioners hereby prays your honorable board that a jury

was to be ascertained and ascertained to assess the
damages by him sustained by said location of
road and taking of his land as aforesaid, as is in
such case provided by law.

Daniel L. Ellis

Attest, Atty.

The foregoing petition was issued at a meeting
of the County Commissioners holden at Springfield
Vt. within and for said county on the
second Tuesday of April in the year of our Lord
one thousand eight hundred and seventy six
wherein it was ordered that the Commissioners
would meet for the purpose of acting upon
said petition at the Court House in Spring-
field on Tuesday the 2nd day of May next at
twelve o'clock A. M. And that the petitioners cause
a copy of said petition and of this order
therein to be served upon the said Spring-
field and New London Railroad Company
fourteen days at least before the said 2nd day
of May that they might appear and be
heard upon said petition. And on the
second day of May in the year of our Lord
one thousand eight hundred and seventy
six, it was ordered that a warrant for
a jury be issued, and a warrant was du-
ly issued requiring the Sheriff of said
County or his Deputy to summon a jury
to hear and determine the matter of com-
plaint set forth in said petition. And this
petition was continued to this meeting
and now the following verdict and order
is received from the Superior Court.

Commonwealth of Massachusetts, Hampden, ss.
Superior Court, June Term, 1876. To the Coun-
ty Commissioners of the County of Hampden.
In the case of Daniel L. Ellis, petitioner
for a jury, upon which a warrant was
issued by the said County Commissioners
and who issued dated May 29th, 1876.

and has been returned into this Court, it is now ordered that the verdict of the jury be accepted. Said verdict is as follows: The jurors impanelled by A. M. Bradley Sheriff of the County of Hampden, on the ninth day of June A. D. 1876, for the purpose mentioned in the warrant in this case, issued on the petition of the said Samuel H. Ellis against the said Springfield and New London Railroad Company. Having been first duly sworn, after carefully viewing the premises and having chosen Charles T. Roll, Foreman by ballot, and fully hearing the parties estimate and assess the amount of damage sustained by the said petitioner, by reason of the laying of the said Railroad over his said land, at the sum of Seven Hundred Dollars \$700. Which is a just sum for all damages sustained by the said petitioner.

Charles T. Roll, Foreman,	Lambert R. Butler
Graph Murrick,	Willa S. Phelps
A. Robert Bushbank,	Mortimer Chase
James C. Champion	F. H. Leonard
John Emerson	D. B. Murrick
Arthur Todd,	A. S. Smith

That A. Robert Murrick, Clerk of the Superior Court, \$12 7 10 taxed as costs for the petitioner in the Superior Court.

And now it is ordered, by said Commissioners that said verdict and adjudication be recorded, and that the said Samuel H. Ellis receive judgment against the said Springfield and New London R.R. Co. for the sum of \$712 50 damages, and costs of suit taxed at \$72 44.

Arthur O. Tuttle
at Petta for relocation
of highway in Long
Road.

To the Honorable the County Commissioners of the County of Hampden.
Respectfully represent the subscribers, inhabitants of the town of Longmeadow, that the following roads in said town have from length of time and other causes become indefinite in location and without fixed and defined boundaries, viz -
That the road commencing at the main road

June Meeting 1876

a short distance south of the house of William
C. Brown and running thence westerly across
the New York, New Haven & Hartford Rail Road to
its termination in the meadows on the westerly
side of said railroad. Second, the road com-
mences on said main road a short distance
south of the house of William C. Brown and
running thence westerly to its connection with
the first road above named. Wherefore they re-
spectfully request and humbly pray that
each of said roads may be located under the
purpose of establishing the boundary lines
between said meadows and other situations in the
course or width thereof that the County Com-
missioners may deem best.

Longmeadow April 23, 1876

Arthur O. Tully & others

The foregoing petition was entered at a
meeting of the County Commissioners held
in at Springfield, within and for said
county on the second Tuesday of April in
the year of our Lord one thousand eight
hundred and seventy six, at which meet-
ing the Commissioners, during a view of
the premises expediently appointed Monday,
the twelfth day of June then next, and
ten o'clock in the forenoon, at the store of Dr.
K. Cotton in Longmeadow, as the time and
place for viewing the premises; and caused
a copy of said petition to be served upon the
clerk of the Town of Longmeadow, being the
town within which such relocation was
prayed for, thirty days at least before the
time appointed for said view; and also
caused abstracts of said petition, containing
the substance thereof, to be posted in two pub-
lic places in said town; and also gave no-
tice to all persons interested by causing a copy
of said petition to be published three weeks
successively in the Springfield Daily Union, a

newspaper published in said town, said, posting
 and the last publication of said copy having
 been fourteen days at least before the time appoint-
 ed for said view; and before said view was had,
 said commissioners gave notice in like manner as de-
 scribed, in the foregoing notice of the petition, to all per-
 sons interested, of the time and place for commencing
 said view. And on the said twelfth day of June the
 commissioners met at the time and place appointed,
 and proceeded to view the premises, and having viewed
 the same, the commissioners then determined to hear
 the parties at the same time of said view, and hav-
 ing heard the parties, said commissioners then pro-
 ceeded to continue the further consideration of the
 matter until a regular adjourned meeting held
 upon Monday the twenty ninth day of June then
 next, when the commissioners proceeded to consider
 and adjudicate upon the prayer of said petition
 and after considering the same said commissioners
 did adjudge that common convenience and ne-
 cessity require that said roads should be located,
 view, and after adjudicating as aforesaid, said
 commissioners appointed Monday the thirty first
 day of July then next and two o'clock in the
 forenoon, at the house of C. H. Bolton in said
 Longmeadow as the time and place when and
 where they would meet and proceed to locate as
 aforesaid, and the said commissioners having
 given notice of the adjudication and the time
 and place appointed for locating said roads
 in the same manner as the notice and publica-
 tion was given and made, and as is by law in
 such case made and provided, before proceeding
 to view (except publishing an abstract of said peti-
 tion instead of a copy thereof) on the said thirty
 first day of July met and proceeded to locate as
 follows, viz. Commencing at a stone monument
 on the highway at Longmeadow Centre at the
 south-west corner of Mrs. C. Davis lot. Thence running
 north 75° 10' West four hundred and eighty two
 feet to a stone monument, thence north 67°

west eight hundred forty eight and a half feet
to a stone monument. The road for these two courses
and distances is over the old road and over lands
of Wm. R. Price and Estate of Gad O. Blip, and is
wide forty five feet wide. Thence north 25° west
nearly four feet to a stone monument, thence
north 8° 30' East four hundred and twenty nine
feet to a stone monument, thence north 0° 40'
East two hundred and thirteen feet to a stone
monument, thence north 1° 25' East four hun-
dred and eighty four and a half feet to a
stone monument, thence north 3° 10' East, two
hundred and seventy nine feet to a stone
monument, thence north 17° 30' East one hun-
dred twenty four and a half feet to a stone
monument in the northerly line of the
north depot road. The laying of the last
six courses and distances is over the old
road and lands of D. L. Pitkin, W. L. Price
and Michael Denny, and is laid three rods
wide. The above courses and distances are on
the northerly and easterly line of the road.
Variations of the needle 16° West.

The Board, Commissioners having heard all
persons and corporations interested in rela-
tion to the question of damages who expressed
a desire to be heard thereon consider and
adjudge that there be paid by the town of
Longmeadow the sum of two hundred
and thirty one dollars to William R. Price 231.00
And the sum of three hundred and twenty
two dollars to the estate of Gad O. Blip 322.00
And the sum of five dollars to D. L. Pitkin 5.00
And the sum of thirty four dollars to W. L. Price 34.00
And the sum of twenty five dollars to Michael Denny 25.00
in full compensation for all damages sus-
tained by these several owners of land in
consequence of the foregoing location. No
other persons or corporations having appeared
to claim damages and in the opinion of the
Commissioners none other are entitled to

any damages, therefore none other are awarded. The owner of land over which the aforesaid road is located are allowed until May first A.D. 1877 to remove their trees, fences and buildings therefrom. And it is further ordered by the County Commissioners that the town of Longmeadow shall pay into the County Treasury, the sum of Thirty three dollars and eighty cents for costs which have already accrued in consequence of the aforesaid location of road, together with all costs which may accrue in consequence of said location.

Lawson Sibley } County
John O'Donnell } Commissioners
L. F. Thayer }

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted, and the road established as and for a public highway.

By order of the Town of West Springfield.
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By-law of the Town of West Springfield.

All persons are forbidden to ride or drive any horse or horses, mule or mules at a rate faster than a walk upon either of the bridges across the Agawam River belonging to the Town, under penalty of one dollar for each offense to be imposed upon and paid by every person violating this regulation.

I hereby certify that the foregoing by-law was adopted by the inhabitants of the Town of West Springfield at a legal meeting held on the third day of April A.D. 1876.

J. M. Kesterson } Town Clerk
West Springfield April 4th 1876 }
Superior Court, March 3, 1876 - Approved by the Court.
J. F. Putnam } Presiding Justice.
Approved June 27, 1876 }
Lawson Sibley }
John O'Donnell } County
Lucius F. Thayer } Commissioners.

June Meeting 1876
By Laws Town of
Russell
No.

Russell Mass
Article 8 in the act for town meeting Dec. 5th
1876 and the same to read

To see if the town will vote to establish
any by laws to prevent persons from riding or
driving horses at a rate faster than a walk over
the New Iron Bridge built by the Boston & Albany
R.R. Co and other penalties as the law provides

Ordered to pass a by law prohibiting any
person from riding or driving horses at a
rate faster than a walk over the New Iron
Bridge built by the Boston and Albany R.R.
Co under a penalty of \$1.00

A true copy attest
Approved June 27 1876 R. S. Goodrich
Lawson Selley } County Town Clerk
John O'Donnell } Commissioners
Lucius T. Thayer }

Commonwealth of Massachusetts
Lampden ss. Representative
Districts established

At a meeting of the County Com-
missioners of the County of Lampden holden at
Springfield within and for said county on
the first day of August in the year of our Lord
one thousand eight hundred and seventy six.

It is ordered that the County of Lampden
be divided into the following Districts for the
purpose of choosing members of the House of
Representatives of the Commonwealth of Massachusetts

District No. 1 The towns of Monson, Springfield,
Rolland & Wales containing thirteen hundred
and forty nine legal voters shall form one
district to be called District No. 1 and shall
be entitled to elect one representative

District No. 2. The Town of Palmer, Wilbraham and Ludlow containing sixteen hundred and thirty legal voters shall form one district to be called district No. 2, and shall be entitled to elect one representative.

District No. 3. The town of Belchertown containing sixteen hundred and eighty six legal voters shall form one district to be called district No. 3, and shall be entitled to elect one representative.

District No. 4. The first and second wards of the City of Springfield containing twenty five hundred and eighty nine legal voters shall form one district to be called district No. 4 and shall be entitled to elect two representatives.

District No. 5. The third and six wards of the City of Springfield containing fourteen hundred and eighty one legal voters shall form one district to be called district No. 5, and shall be entitled to elect one representative.

District No. 6. The fourth and seventh wards of the City of Springfield with the town of Longmeadow, containing fourteen hundred and fifty five legal voters, shall form one district to be called district No. 6, and shall be entitled to elect one representative.

District No. 7. The fifth and eighth wards of the City of Springfield, containing fifteen hundred and eight eight legal voters, shall form one district to be called district No. 7, and shall be entitled to elect one representative.

District No. 8. The first, second, third, fourth and fifth wards of the City of Holyoke, containing fifteen hundred and ninety two legal voters, shall form one district, to be called district No. 8, and shall be entitled to elect one representative.

District No 2. The city and town of Springfield. Including fourteen hundred and only three legal votes, shall form one district to be called District No 2 and shall be entitled to elect one representative.

District No 10. The towns of Westfield, Agawan and Montgomery containing twenty six hundred and twenty legal votes, shall form one district to be called district No 10, and shall be entitled to elect two representatives.

District No 11. The towns of Southwick, Granville, Holland, Blanford, Belcher and Russell containing fourteen hundred and seventy nine legal votes, shall form one district to be called district No 11, and shall be entitled to elect one representative.

And it is further ordered by the commissioners aforesaid, that the places for the meeting of the selectmen of the several cities and towns in their respective representative districts for the purpose of ascertaining the result of elections shall be as follows (to wit). For District No 1. at the Selectmen's office Springfield

For District No 2. at the Station of the Boston & Albany Rail Road cor. Collins Depot in Wilbraham

For District No 6. at the Ward room of ward four Springfield

For District No 7. at the Selectmen's office West Springfield

For District No 10. at the Selectmen's office Westfield

For District No 11. at the Selectmen's office Russell

Lawson Sibley	} County Commissioners
John O'Donnell	
L. F. Thayer	

check authorized
under direction of
our Commissioner
to place bills for North End
and Bridge upon
the Treasurer's books.

(Aug 1)

Resolved according to the terms of a contract existing between the County Commissioners and the North End Bridge, certain bills in payment for days than the regular days of the meetings of the County Commissioners. It is therefore ordered that upon the direction of one of the board, the clerk be authorized to put said bills upon the books of the County Treasurer for payment.

County Treasurer
authorized to borrow
\$75,000

(Aug 12) The North End Bridge County Treasurer is authorized and empowered to borrow of the Third National Bank of Springfield the sum of \$75,000 on account of the North End Bridge, and on behalf of the County to make, execute and deliver notes to that amount payable on the 15th day of January 1877.

Land Damages

The following persons are allowed the sum set against their names for damages to land for highways, amounting to the sum of \$317.50; and the same are ordered to be paid from the County Treasury.

William R. Price	\$45.00
Josh. Bliss	30.00
E. P. Taylor	52.00
Sumner Bates	10.00
Leis of Abrah. Carlton	39.00
Wm. Bliss	6.00
John Dick Brown	32.00
Wm. Place	5.00
Ethan L. Kelly	17.00
Michael Henry	25.00
	<u>\$317.50</u>

Assistance of High
way upon petition
of A. H. Hopper

The County Commissioners having viewed and carefully examined throughout the town of Northfield located and ordered upon the petition of A. H. Hopper and others, and having found the same

James Loring 1872

well made, constructed and completed, according to the order of the commissioners thereon, the same is by them accepted.

The County Commissioners having viewed and carefully examined throughout the highway in bluest, located and ordered upon the petition of D. B. of D. B. Holcomb and others, and having found the same well made, constructed and completed, according to the order of the commissioners thereon, the same is by them accepted.

Acceptance of Highway upon petition of D. B. Holcomb et al.

The County Commissioners having viewed and carefully examined throughout the turnpike in Westfield, located and ordered upon the petition of Charles Green and others, and having found the same well made, constructed and completed, according to the order of the commissioners thereon, the same is by them accepted.

Acceptance of Highway upon petition of Charles Green et al.

Indebted accounts being now presented are allowed amounting to the sum of seven thousand and four hundred sixteen dollars and ninety cents and the same are ordered to be paid from the County Treasury

Accounts

\$7416 90

Indebted accounts for the construction of the North End Bridge laid out under the provisions of chapter 130 of the acts of the year 1872, amounting to the sum of fifteen thousand five hundred twenty seven dollars and ten cents, are allowed and ordered to be paid from the County Treasury

North End Bridge 15517 10

The County Commissioners having viewed and carefully examined throughout the highway in Andover, located and ordered upon the

Acceptance of Highway upon petition of J. M. Loring et al.

Petition of J. H. Lee and others and having found the same well made, constructed and completed, according to the order of the commissioners thereon, the same is by them accepted.

Acceptance of High The County Commissioners having viewed and carefully examined throughout the highway in the town of Leicester, located and added upon the petition of Rogers & Lucas and others, and having found the same well made, constructed and completed, according to the order of the commissioners thereon, the same is by them accepted.

County Treasurer
authorized to borrow \$10,000.
in anticipation of the
County Tax.

(July 10 1876.) The County Treasurer is authorized and empowered to borrow for and in behalf of the County of Hampden in anticipation of the County Tax, the sum of ten thousand dollars from the Third National Bank of Springfield, and to execute and deliver note or notes to that amount.

Hampden ss. September 23 1876

Judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest.

Robert J. Morn, Clerk

October Term 1876

Commonwealth of Massachusetts
Saxpden 88.

At a meeting of the County Commission-
ers begun and holden at Springfield within
and for the County of Saxpden on the first Tues-
day of October being the third day of said month
and by adjournment on the tenth day of said
month, on the seventeenth day of said month, on
the twentieth day of November, on the fourteenth day
of November on the sixth day of December, and
on the eleventh day of December in the year of
our Lord one thousand eight hundred and
seventy six.

Robert L. Linnell Chairman
John O'Donnell
Lucius F. Thayer
County
Commissioners

To the County Commissioners of the County of
Saxpden.

Charles L. Atkins
Att. for Dist. of Damages
as
Town of Westfield
88

Respectfully represents Charles L. Atkins
of Westfield in said County that he is the owner
of two certain tracts of land situated in said
Westfield in Pochassic District as called, bounded
and described as follows:—one tract bounded
northerly on land of Stephen Thompson, William
A. Fitch and George C. Duffinwell, easterly on the
highway leading to West Farms, southerly and
westerly on the Pochassic road leading from West-
field to Montgomery and westerly on part on
said Duffinwell, containing about forty acres
of land upon which are situated his dwelling
house, barn and other buildings; also another
tract bounded northerly on said Pochassic
road, and easterly, southerly and westerly by
land belonging to the heirs of Seth Loomis, de-
ceased, containing about five acres of land;
that a certain brook called the "Pochassic brook"
having its source in the town of Montgomery,
flows into, through and across both the aforesaid
tracts of land, and that your petitioner, prior to

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the section of the dam, hereinafter mentioned, by the town of Westfield, had a right to the uninterrupted flow of the water of said brook through his said lands and still ought to have the full and free use of said water, and that prior to the action of said dam he had several valuable water privileges upon said brook and upon said first mentioned tract and a valuable water privilege, saw mill and other mills, ponds and dams upon said brook and upon the second mentioned tract. And your petitioner says that said town of Westfield has erected and now maintains two dams upon said Pechassic brook in said Westfield, for the purpose of retaining the water of said brook and diverting the same for the use of the inhabitants of said town of Westfield, and has for a long time, to wit, from November 1st 1874 to the date of this complaint interrupted and diverted the water of said brook from the channel thereof, whereby the real estate of your petitioner above described has been greatly injured, and the said water privileges, dam, ponds and saw mill, and other mills, have been greatly damaged and destroyed, to the great damage of your petitioner, to wit, the sum of Five Thousand Dollars. And your petitioner says he has applied to said town of Westfield and to the Board of Water Commissioners elected by said town under Chapter 323 of Acts of this Commonwealth for the year 1873 for the assessment of his damages sustained as aforesaid, and that he cannot agree with said town and said Water Commissioners upon the amount of such damages. Wherefore your petitioner prays that your Honorable Body would view the premises, hear your petitioner's evidence and assess the damages which he has sustained on the premises.

Dated at said Westfield, this second day of October A.D. 1875

Charles L. Atkins

The foregoing petition was entered at a meeting of

October 2nd 1876

In County Commissioners held at Springfield
in the said for said county on the first Tuesday
of October in the year of our Lord one thousand
eight hundred and seventy six and was contin-
ued ^{from meeting to meeting} to the said meeting in the year of our Lord
one thousand eight hundred and seventy six
where it was ordered that the Commissioners
would meet for the purpose of acting upon said
petition at the Town Hall in Westfield on Friday
the fifteenth day of September next at two o'clock A.
M. and that the petitioner cause a copy of said
petition and of this order thereon to be served up-
on the said Town of Westfield fourteen days at
least before the said fifteenth day of September
that it might appear and be heard upon said
petition. And this petition was continued to
this meeting and now the following agreement
is filed: Whereas Charles D. Adkins of Westfield
Hampden County Massachusetts, has ^{made} written appli-
cation to the County Commissioners of Hampden
County for the assessment of his damages by
him sustained by the diversion of the waters
of a certain brook running through his lands
situated in said Westfield and used by him
for operating his saw mill and other mills by
the inhabitants of said town of Westfield under
authority of acts of 1873 Chap. 322, and a
hearing has been had thereon and objection
made by said town before the Commissioners
by whom said hearing was had, that said
Adkins did not make reasonable application
to the County Commissioners for his damages.
Now therefore it is agreed by and between said
Adkins and said inhabitants of said town
of Westfield that said objection against said
application for damages shall be withdrawn
and waived only for the purposes of carrying
out the provisions of this agreement. And that
said Commissioners who heard the case shall
proceed to assess said damages, and the dam-
ages so assessed shall be accepted by said Adkins

was final and conclusive agreement of the same. And said assessment shall be made without further hearing, and both said Adkins and said Inhabitants hereby agree mutually to and with each other to waive all right to an appeal, and do hereby waive all right thereto, from said agreement and agree that the same shall be final and conclusive upon both parties. In witness whereof, said Adkins and said Inhabitants by their Selectmen have hereunto set their hands this 28th day of October A.D. 1876.

Charles L. Adkins

L. F. Thayer } Selectmen
Wm. S. Bush }
Alfred W. Angus } Westfield

And now the following award is returned, and filed: Lampden Fox.

At a regular adjourned meeting of the County Commissioners held at Westfield on Wednesday the ninth day of December A.D. 1876, a certain agreement (hereto annexed) made the twenty eighth day of October A.D. 1876 between Charles L. Adkins of the first part, and the Inhabitants of the town of Westfield by their Selectmen of the second part, was submitted to the Board of County Commissioners, and an agreement of damages in accordance with said petition asked for by said parties, through their counsel, W. B. Whitney Esq. for the party of the first part, and A. B. Stevens Esq. for the party of the second part. The Commissioners having heard the parties through their counsel, do hereby award and order that there be paid by the Town of Westfield to the said Charles L. Adkins, sum of fifteen hundred dollars in full compensation for all damages sustained by him in consequence of the destruction of the water of a certain brook as named in said agreement. Lucius F. Thayer of Westfield, one of the Board of County Commissioners, being a resident of the town of Westfield, and thereby disqualified from acting upon said petition. J. C. Spillman of

October 1876

William, a special County Commissioner, was
appointed to act in his place, and did so act.
Lawson, Little } County
John P. D. Whinnell } Commissioners
Solomon L. Spillman }

To the County Commissioners of the County of Hamp-

den in the Commonwealth of Massachusetts.

And petitioner, William Alden of said
law in said county respectfully represents that he
was the owner of certain real estate in said land
now bounded north by land of Ewell Alden
and Mosby Alden, east by land of said
Mosby Alden, later Howard and Alexander White,
now south by land of said Whitney and west
by the highway and land of said Stewart and
which was situated a valuable water-power,
mill, dam, flumes &c. Also of one other tract of
land in said land now bounded north by
land of Otis Walker, east by land of one Mad-
gan, south by land of said Morgan & Otis
Walker, and west by land formerly of one
Lyles, and of one Bennett. That the City of
Springfield, in said county, by their Board
of Water Commissioners, acting under the provi-
sions of chapter 78 of the acts of the Legislature
of the Commonwealth for the year 1873 and
chapter 308 of the acts of 1874, did enter in upon
the last named tract and did take a part
thereof for the purposes named in said acts.
That said City of Springfield, acting as afore-
said, did take the waters of Broad Brook and
of Billings Brook for the purposes in said acts
described, which Billings Brook did flow into
said Broad Brook & said Broad Brook did flow
through the first described tract of land and
did supply said petitioner's mill with power,
and was the only source of power existing on
said land, with which to run said mill,
and by said taking has entirely deprived

William Alden of his
part of damages
no.
The City of Springfield
J 63

your petitioner of the means whereby to remove
operate his said mills, all to his great damage &
injury. Your petitioner represents that he is un-
able to cope with said City of Springfield, upon
the damages by him sustained by the said acts
and being greatly damaged by the same prays
that your honorable body should do the damage by
him sustained.

Oswego Alden.

The foregoing petition was entered at a meeting of
the County Commissioners held in Springfield
within and for said county on the first Tuesday
of October in the year of our Lord one thousand
eight hundred and seventy six, and was continued
from meeting to meeting to this meeting and now
it is ordered that the Commissioners meet for the
purpose of acting upon said petition, at the station
of the Springfield, Athol and North Eastern Rail-
Road Company, in Ludlow aforesaid, on Wednes-
day the first day of November next, at nine
o'clock, A. M. and that the petitioner cause a
copy of said petition and this order thereon to be
served upon the City of Springfield, fourteen days
at least before the said first day of November, that
they may appear and be heard upon said
petition. And now the following award is re-
turned and filed. Upon the foregoing petition
the County Commissioners having caused due
notice to be given to the City of Springfield and
the parties at the Court House, Springfield, Tues-
day Nov 14th 1876, when the petition appeared
by his attorney, Charles A. Gardner, and the re-
spondents appeared by their attorney, Edison Wells,
and after fully hearing the parties and due
consideration had thereon, on the said fourteenth
day of November, said Commissioners do determine
and award that the said Oswego Alden is en-
titled to recover from the City of Springfield the
sum of one dollar in full for all damages sus-
tained by him, and the Commissioners do further
decree that the said Oswego Alden shall

October 1876

pay all costs that have arisen by reason of said application.

L. E. Thayer } Comptroller
John B. Donnell } Comptroller
Thomas C. Pullman } Special Comptroller

To the Honorable the County Commissioners for the County of Hampden.

The Hon. John B. Donnell & Co.
Hampden Co. Mass.

Respectfully represents your petitioner the Springfield, Athol and North Eastern Rail Road Company, a corporation duly established under the laws of this Commonwealth and having a place of business in Springfield in said County, that under the laws of this Commonwealth it has taken for the purpose of the location and construction of its rail road, a certain tract of land in said Springfield and situated southerly of the Boston and Albany Rail Road and bounded westerly by the land of Henry W. Phelps and others & to the East by land of the heirs of Josias Stubbins. Also another tract of land situated in said Springfield northerly of said Boston and Albany Rail Road and bounded Easterly by land of Luther Clark & Westerly by land of James H. Childs. Both said tracts being more definitely described and located in the location of said Rail Road on file in the office of the Clerk of the County for said County to which location reference is had. That the above described tracts of land were the property of James M. Thompson of said Springfield. That said Thompson did apply to your Honorable Board to estimate the damage suffered by him by said taking. That at a meeting held January 5th 1876 your Honorable Board did make an estimate and award to the said Thompson for the damage suffered by him by the said taking and your petitioner represents that it is satisfactory and approved by the said estimate and award.

James M. Thompson
65

and respectfully prays that a jury may be ordered
to assess the amount of damage suffered by said
Thompson by the taking of said tracts of land.

Springfield, Ark. & Northampton.
Fall Road, by Willie Phelps
President.

The foregoing petition was entered at a meeting of the
County Commissioners holden at said Springfield
on the fourth Tuesday of December in the year of our
Lord one thousand eight hundred and seventy
five, and was continued from meeting to meeting
to the meeting holden for said County on the
fourth Tuesday of June in the year of our Lord
one thousand eight hundred and seventy six,
when the said Thompson appeared by his attorneys
Leonard and Mills and moved that the jury be
summoned as prayed for in said petition. And
at said June meeting it was, on the thirty first day
of July it was ordered, that a warrant for a jury
be issued, and a warrant was duly issued, requiring
the Sheriff of said County at his Deputy, to summon
a jury to hear and determine the matter of com-
plaint set forth in said petition, and this petition
was continued to this meeting, and now it is
ordered that the petition be dismissed.

Carlo O. Moore, Pet. for
cost of damages.

Thos. C. Moore, Springfield
7/25

To the Honorable the County Commissioners of the
County of Hampden in the Commonwealth of
Massachusetts.

Respectfully represents your petitioner
Carlo O. Moore of Ludlow in said County that
the City of Springfield by virtue and in execution
of the power and authority in it vested by the
Legislature of said Commonwealth by an act ap-
proved May 6th 1873, and by chapter 75 of the acts
of the year 1873, and chapter 202 of the acts of the
year 1874 amendatory and additional thereto has
taken and holds a large tract of land, and other
real estate for laying and maintaining aqueducts,
constructing or maintaining reservoirs, dams and

the works necessary and proper for raising, forcing, retaining and distributing, discharging and disposing of water with which to supply said city as is provided in said act and for the purpose aforesaid and by the power and authority aforesaid, has constructed such aqueducts, dams, reservoirs and other works and has diverted, taken and appropriated the water of the natural brooks and streams mentioned in said acts. That your petitioner is the owner of a certain tract of land situate in said Indian lands of which have been taken and used by said city as aforesaid and is greatly damaged and hurt to a great loss both by the taking of said lands and the damage that has resulted to the remainder by the construction of said aqueducts, dams, reservoirs and other works and by the diverting, taking and appropriating the water as aforesaid, the natural channel of said water being through the said land of your petitioner and being of great value to your petitioner who by reason of such diverting, taking and appropriating of said water, has been actually deprived of the use, benefit and enjoyment thereof both for use upon his said land and for other purposes a description of the lands containing those which have been taken and those which have been damaged, as also those containing the natural channel of said water as aforesaid, being hereto annexed, marked "A" and is hereby made a part of this petition. Your petitioner further represents that he is unable to appear with said City of Springfield upon the amount of said damages and therefore prays that the same may be ascertained by your honorable body.

Description of the

beginning at the north west corner of said lot thence south on land of Adam Whitney to land of Chas. Wright, then East on land of Geo. Wright, to a stake and stone

thence South on said Wright thence East on
land of said Wright and Springfield Athol
and North Eastern Railroad to Culchucum Lake.
Thence North on said line to land of David H. Paine
thence on said Paine West to Great Brook, thence
North on said Paine to land of Horne Wood, thence
West, North and West on land of said
Wood to the highway thence South on said high-
way, thence West, North and West on land of Em-
erson Wood and Phineas Wright to the first men-
tioned land.

Walter O. Wood

by John Gordon his attorney

The foregoing petition was introduced at a meeting of the
County Commissioners holden at Springfield within
and for said county on the second Tuesday of April
in the year of our Lord one thousand eight hundred
and twenty six, and was continued to the meet-
ing holden for said county on the fourth Tuesday
of June in the year last aforesaid, at which meet-
ing it was ordered that the Commissioners would
meet for the purpose of acting upon said petition
at the Court House in Springfield on Tuesday
the 5th day of October next at two o'clock P. M. and
that the petitioner cause a copy of said petition and
of this order thereon to be served upon the City of
Springfield, fourteen days at least before the said 5th
day of October, that it might appear and be
heard upon said petition. And this petition was
continued to this meeting and now the follow-
ing decree is entered. Upon the foregoing petition
the County Commissioners having caused due no-
tice to be given to the City of Springfield, met the
parties, the petitioner appearing by his attorney
John S. Gardner, and the respondents by their at-
torney Nathan Mills, and after a hearing of the par-
ties and due consideration thereof, on this fourteenth
day of November 1876 it appearing that this written
application to the County Commissioners for the
reimbursement of damages was not filed within
the time after sustaining damages, it is ordered
that said petition be dismissed, also it is further

Order July 29, 1878

or that the said land & C. B. B. shall have all
costs that have arisen by reason of said application.
L. E. Harper } County
John O'Donnell } Commissioners
Solomon C. Fullman } Special Commissioners

To the County Commissioners of the County of
Cuyahoga

Andrew Bartholomew
Pet. for
July 8, 1878

Respectfully sheweth Andrew Bartholomew of West Springfield in said county that he is the owner of certain parcel of land, situate in said West Springfield, and bounded and described as follows: South by the highway east on land now or formerly of W. Eldridge, North on land now or formerly of Joseph Kialbert, and on the West by land now or formerly of Francis White; that on said land he has caused to be erected and maintained a dam and first mill which are situated by a brook running through said land; that the West Springfield Aqueduct Company, a corporation duly established and having its principal place of business in said West Springfield has by virtue of the act of the Legislature of this Commonwealth of the Acts of 1875 Chapter 138 taken the water of said brook, and have directed the same from its natural channel to their mine use, whereby your petitioner has been greatly damaged. And your petitioner made application as provided by law to your Honorable Board to estimate the damages sustained as aforesaid. That on the fifth day of October A. D. 1875 your Honorable Board estimated and awarded damages for the taking and diverting said water. And your petitioner avers that he is greatly aggrieved thereby. Wherefore your petitioner prays that after due proceedings in the premises a jury may be summoned by your Honorable Board to determine the amount of damages which he has sustained.

as aforesaid.

Andrus Bartholomew

By his Attys

Howard & Wells

The foregoing petition was moved at a meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of June in the year of our Lord one thousand eight hundred and seventy six when it was ordered that the Commissioners should meet for the purpose of acting upon said petition at the Court House in Springfield on Monday the thirty first day of July next at ten o'clock A.M. and that the petitioner cause a copy of said petition and of this order thereon to be served upon the said West Springfield Aqueduct Company fourteen days at least before the said thirty first day of July, that they might appear and be heard upon said petition. And this petition was continued to the meeting holden for said County on the fourth Tuesday of June in the year last aforesaid, when to wit on the thirty first day of July, it was ordered that a warrant for a jury be issued, and the Commissioners appointed Mr. B. Whitney to preside over the jury, and a warrant was duly issued requiring the Sheriff of said County or his deputy to summon a jury to hear and determine the matter of complaint set forth in said petition, and this petition was continued to this meeting, and now the following verdict and order is returned from the Superior Court, Commonwealth of Massachusetts, Hampshire Superior Court October Term 1876. To the County Commissioners of the County of Hampshire. Now the Case of Andrus Bartholomew petitioner for a Jury upon which a warrant was issued by the said County Commissioners, and was issued dated September 5th 1876 and has been returned into this Court, it is now ordered that the verdict of the Jury be accepted. Said verdict is as follows: Andrus Bartholomew vs. West Springfield Aqueduct Co. The jurors empanelled by S. M. Bradley Sheriff of Hampshire Co. on the 16th day of Oct. A.D. 1876 for the purpose mentioned in the warrant in this

October 2nd 1876

case in the petition of said Bartholomew having
been first duly sworn & having chosen George W.
Butterfield's return by ballot & after carefully view-
ing the business & hearing the parties intimate & as-
sess the damages sustained by said Bartholomew
by reason of the matter stated in said petition
at twenty five hundred dollars

George W. Butterfield's return	Mr. E. Frank
Edwin Leonard	J. S. Noble
Theodore L. Rogers	Robert L. Linton
Paul W. Flower	Patrick Ashman
Charles L. L. L. L.	Henry W. Loring
Attest	

Robert W. Linton Clerk of Superior Court
And now it is ordered by said commissioners
that said verdict and adjudication be recorded.

To the Honorable County Commissioners of the County
of Hampden

Cornelius O'Donovan
Chas. Pitts. for a
Jury 84

Respectfully represents your petition
as Catherine Wilson, John Donoran, Cornelius
O'Donovan, Patrick Rife and Augustus Noble,
all of Westfield in said county that they were
the owners of certain real estate situated in a
way called Meadow Street in said Westfield, the
land of said Wilson being bounded south by
said street, east by John Donoran, north by
Philip Riley and west by David O'Brien, said
John Donoran's land is bounded south on
said street, east on Cornelius O'Donovan, north
on Philip Riley and west on said Wilson,
said Cornelius O'Donovan's land is bounded
south by said street, east by Philip Riley, north
by Philip Riley and west by John Donoran,
said Rife's land is bounded south by Mrs.
Lamberton, east by Patrick Ashman, north by
said street, and west by Mrs. Pomeroy, and the
land of said Noble is bounded north by said
street, east on land of P. Riley Jr. north by
David L. L. L. and west by land of John

by way. That your honorable body on the 7th day of December last did order and was witness, did ascertain the place and course of said way and did estimate the damages sustained by parties by reason thereof. Your petitioners represent that they are aggrieved by the doings of your honorable body in estimating said way, ascertaining the place & course thereof and estimating the damages they sustained by reason thereof, and being thus aggrieved ask that a jury be ordered to determine the merits of their complaint.

John Donovan
 Mrs. Catharine Wilson
 Cornelius O'Donovan
 Patrick Kuf
 Augustus Noble
 Gustavus Thompson & Long his Attys.

The foregoing petition was returned at a meeting of the County Commissioners holden at Springfield within and for said county on the fourth Tuesday of June in the year of our Lord one thousand eight hundred and seventy six, when it was ordered that the Commissioners would meet for the purpose of acting upon said petition at the Court House in Springfield on Thursday the 31st day of August next at ten o'clock A. M. and that the petitioners cause a copy of said petition and of this order thereon to be served upon the Town of Westfield, fourteen days at least before the said 31st day of August, that it might appear and be heard upon said petition. And at said same meeting, to wit, on the thirty first day of July, it was ordered that a warrant for a jury be issued, and a warrant was duly issued requiring the Sheriff of said county to his deputy to summon a jury to hear and determine the matter & complaint set forth in said petition, and this petition was continued to this meeting, and now the following verdict and order is received from the Superior Court: Commonwealth of Massachusetts Executives a Superior Court October Term 1876 To the County

Commissioners of the County of Hampshire in the
 case of Cornelius O'Donovan and others petitioners
 for a jury upon which a warrant was ordered by
 the court. Henry Lawrence Commissioner met and held
 said October 5th 1876 and has been returned
 into this Court. It is now ordered that the ver-
 dict of the jury be accepted. Said verdict is as
 follows: Verdict of Jury in case of Lawrence
 Wilson, John Donnan, Cornelius O'Donovan,
 Patrick Kelly, Augustus Noble, Dennis Talley,
 Cornelius Calman, Michael Logan, and John
 O'Brien, all of Westfield against the Town of
 Westfield. The jurors empanelled by A. M.
 Bradley Sheriff of the County of Hampshire, on the
 ninth day of October A. D. 1876 for the purpose
 mentioned, on the warrant in said case hav-
 ing been first duly sworn and having chosen
 Samuel Homer Freeman by ballot, after carefully
 viewing the premises, and fully hearing the peti-
 tion, estimate and assess the amount of damage
 sustained by the within Lawrence Wilson the
 sum of (\$8.00) eight dollars, the within named
 John Donnan the sum of twenty dollars (\$20.00),
 the within named Cornelius O'Donovan the
 sum of eighty five dollars, the within named
 Patrick Kelly the sum of thirty dollars (\$30.00), the within named
 Augustus Noble the sum of eleven dollars (\$11.00),
 the within named Dennis Talley the sum of
 twenty-one dollars (\$21.00) the within named
 Cornelius Calman the sum of fourteen dollars
 (\$14.00), the within named Michael Logan the
 sum of twenty dollars (\$20.00), and the within
 named John O'Brien the sum of thirty-five dol-
 lars (\$35.00) to be a just award to all said parties.

Samuel Homer Freeman

Thomas P. O'Brien

John Carlton

G. L. Badurtha

A. J. Heath

Fred. A. Sykes

D. J. Palmer

A. P. Morris

L. D. Rising

Othman T. Sykes

Emerson B. Dibble

B. H. Colton

Attest

Robert O. Morris Clerk of Superior Court

and now it is desired by said commissioners that
said audit and adjudication be recorded.

City of Springfield
Pls for the alteration
of crossing of N. Y. & N. H.
R.R. Bridge St.

87

See folio 254

To the Honorable the County Commissioners for
the County of Hampden.

Respectfully represent the Mayor and
Aldermen of the City of Springfield in said
County, and the Directors of the New York, New Ha-
ven and Hartford, P. & N. H. Road Company, that
they are of opinion that it is necessary for the secu-
rity and convenience of the public that an altera-
tion should be made in the method of crossing
Bridge Street in said city by the road of said
Rail Road Company. So that the said Street which
is a public highway may pass under the road of
said Railroad Company, and that the approaches
to said crossing should be so altered as to correspond
with the alterations made at said crossing. Where-
fore, they pray that said Street may be deepened
at said crossing seven feet, and the approaches thereto
altered to conform reasonably thereto; said Rail
Road Company agreeing in case such alteration
is made in said Street to elevate its road way at
said crossing six feet above its present level, and to
carry it over said Street by a suitable bridge.

E. Night Mayor

for the City of Springfield

being duly authorized by order of the Board of
Aldermen hereunto annexed

New York, N. H. & Hartford, P. & N. H.
Wm. D. Bishop President.

City of Springfield

In Board of Aldermen, June 26, 1876
Ordered, that the Mayor be authorized to join the
President of the New York, New Haven & Hartford,
Rail Road Company in a petition to the County
Commissioners to authorize the city and Rail
Road Company to change the crossing at Bridge
Street in accordance with plan which has been
approved by the President of said road & the special

committee of the city council to whom this matter
was referred by the vote dated April 24, 1876.

Read and passed.

A. T. Johnson Clerk.

A true copy of the order.

Attest, A. T. Johnson, City Clerk.

The foregoing petition was received at a meeting
of the formerly Commissioners held at said
Springfield on the fourth Tuesday of June, in
the year of our Lord one thousand eight hundred
and seventy six, at which meeting the Com-
missioners, desiring a view of the premises expedi-
ent, appointed Thursday, the thirty first day of
August then next at two o'clock in the fore-
noon, at the Court House in Springfield as
the time and place for viewing the premises and
hearing all parties interested, and caused a
copy of said petition to be served upon the Town
Clerk, New Haven & Asst. Sec. R. B. Lee and the
clerks of the town of West Springfield and City
of Springfield, being the town and city within
which such alteration is prayed for, thirty
days at least before the time appointed for said
view; and also caused abstracts of said petition
containing the substance thereof to be posted in
two public places in said town and city,
and also gave notice to all persons interested,
by causing a copy of said petition to be pub-
lished three weeks successively in the Springfield
Daily Republican, a newspaper published in
said County, said posting and the last pub-
lication of said copy having been fourteen
days at least before the time appointed for said
view; and before said view was had, said Com-
missioners gave notice in like manner as de-
scribed in the foregoing notice of the petition,
to all persons interested, of the time and place
for commencing said view; and on the
said thirty first day of August, the commis-
sioners met at the time and place appointed.

and proceeded to view the premises and hear the parties interested, and having viewed the same, and having heard the parties, said Commissioners then continued the consideration of the matter to the next regular adjourned meeting and so from meeting to meeting until this twentieth day of October, 1876, when said Commissioners do decide and determine that it is necessary for the security and convenience of the public that an alteration should be made in the method of said crossing and prescribe the manner and limits within which it shall be made as follows, to wit: That the grade of the tracks of the Southern R. R. across Bridge St. shall be raised (according to agreement made between the President of said road and the County Commissioners) up to above the present grade, that the said R. R. tracks shall cross over Bridge St. on a superstructure of iron of sufficient strength that the passing of the bridge by the heaviest locomotives of the R. R. shall not load the structure to exceed one eighth of its capacity for carrying such weight. The clear space between the abutments shall be equal to the width of the street at the point of crossing. The thickness of superstructure from the bottom of the rail to the bottom of the beams shall not exceed two feet, and the spaces between the beams shall be filled with iron, wood, sand or sandstone in such manner as shall most effectually deaden the sound of passing trains. The superstructure shall rest upon granite or free stone abutments constructed of first class masonry, if free stone is used, the quality to be like that used in the tunnel at Hartford, of such length as shall be necessary for the construction of the bridge; and retaining walls of same workmanship shall be extended as far on either side as may be required to keep all materials from the street. The abutments shall be built on such foundation as the nature of the soil shall render necessary for the permanent safety of the structure. The base or bottom course shall

October 12, 1876

to be laid at least three and one half feet below the grade of the sidewalk, after the changing of the grade. And shall not be less than 7 1/2 feet in width or 18 inches in thickness. The bottom of the abutments shall not be less than 6 1/2 feet above the top of the curb shall not be less than four and one half feet in thickness. All of the work to be laid in good cement mortar with joints not to exceed 12 in. face of abutments and retaining wall to be rock face, with no projection more than 3 inches from the proper line. The superstructure shall be further supported by iron columns of required strength to carry the bridge + loads on factor safety of 6: said columns to be placed in rows on either side of the traveled road and rest upon stone piers constructed in same general way as the abutments, being at least 4 ft. below the grade of the street. For the situation is made road raised from within 6 to 9 inches below the grade of the street. Said piers shall be 4 ft. thick at the bottom and 3 ft. at the top and constructed of finest class masonry, rock face, with no projection more than two inches from proper line. Space between the iron columns to be not less than 36 ft. leaving roadway that width. The retaining walls, used as curbing for the sidewalk, extending east to the West end of Water St. and West to such distance as may be required, shall be of same general character as the work for the abutments, constructed lighter and of such proper build as the circumstances require, but in no case shall the foundation be less than three ft. below the grade of the street. The iron columns to be let into the masonry of the retaining walls of the side walk so that the face of said columns shall be flush with the face of the retaining wall. The grade of the sidewalk shall be three ft. + four inches above the grade of the road when constructed and both the grade of the road + walks shall be laid under

the bridge, said level extending five ft. east & five ft. west from the present location of the east & west rails. From the above points, viz. 5 ft. east of the east rail the grade of the walks going east shall be a true line from that point to the top of the present curb on the (west) side of Water St. and going west the grade shall continue on the same level as under the bridge till it strikes the grade of the bridge across the river. The grade of the center of the St. shall be 13 ft. & 4 in. below the bottom of the rail when raised 2 1/2 ft. above the present grade, and from a point five feet east of present location of eastern rail, it shall run a true grade to the east side of Water St. and such slight alteration if any are needed in Water St. to conform to this shall be made in the street without disturbing the present grade of the curbing on the West side of the road. And from a point five ft. west of the location of the present Western rail the road bed shall be constructed and the flooring of the bridge lowered so as to make a true grade from said point to the top of the flooring at a point at the center of the river at the 2nd station. The floor of the bridge shall be made and kept water tight, and on either side of the bridge there shall be erected and maintained a close iron or wooden fence, twelve ft. high from the top of the rail, which fence shall extend on either side to such distance and height as shall be required to secure from the snare of teams the passing trains. The road bed where the alteration is made on Bridge St. to be finished in the same general manner as between Water & Main Sts. and sidewalks paved. Sewers to be constructed to connect with both gutters under the R. R. Bridge of such capacity as will relieve the road of all surface water. Lawson Sikes being disqualified to act by reason of residence J. H. Spillman, Special Commissioner, was called and acted in his stead.

Lucius A. Thayer County

John O. Grinnell

Samuel C. Spillman Special

(See Amendment page 252)

All of which by the report of said Commissioner

among the proceedings on the aforesaid petition fully appear

and the said report being read and

considered is accepted

City of Springfield 1876

Ellen Lounsbury & Co.

Attys. for the City

The City of Springfield

1876

To the County Commissioners of the County of Hamp-
den. Ellen Lounsbury & Michael Lounsbury of the
City of Springfield, in said county, respectfully
complain & represent that they are the owners of a
certain lot of land situated on the westerly side
of Sharon Street in said City of Springfield & described
as follows; bounded southerly by said street, westerly
by land of Thomas M^r Duboué, northerly by land
of Mrs. P. J. Lounsbury & easterly by land of Frank A.
O'Brien. That on the twenty-fifth day of May A.D.
1876 the city council of said City of Springfield or-
dained a sidewalk to be laid out, established, & con-
structed on both sides of said Sharon Street from
Main Street to Chestnut Street. That in complying
with & in carrying out said order, & in repairing
said street in connection therewith, the said City
has elevated & raised the said street opposite & ad-
joining your petitioners said lands to their
great damage. And your petitioners further
complain & say that they seasonably petitioned
to the Mayor & Aldermen of said City of Spring-
field to estimate & award them just compensa-
tion for their said damages, but they refused
to award them any sum therefor, & being ag-
grieved thereby they now pray that you may
have a jury to determine the matter of this
complaint & that a warrant may be duly issued
for that purpose.

Ellen Lounsbury

Michael Lounsbury

By Morris & Leland their Attys.

The foregoing petition was entered at a meeting
of the County Commissioners holden at said
Springfield on the fourth Tuesday of June in
the year of our Lord one thousand eight hun-
dred and seventy six, when it was ordered
that the Commissioners would meet for the
purpose of acting upon said petition at the
next term in Springfield on Thursday the
31st day of August next at ten o'clock A.M. and
that the petitioners cause a copy of said petition

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and of this order thereon to be served upon the City of
Springfield fourteen days at least before the said 31st
day of August, that it might appear and be heard
upon said petition. And the petition was returned
to this meeting and now the respondent appears
by its attorney A. L. Burt and files its answer to
said petition. The City of Springfield answering said peti-
tion says that the Board has no jurisdiction to re-
der a jury as prayed for, because the petitioners
did not after the commencement and within one
year from the completion of the raising of said
street file with the Mayor and Aldermen of the
City of Springfield this petition for compensation
for any damages sustained by him in his
property by such raising of the street. That the pe-
tition shows that said raising of the street was
done in executing an order of the city council
for the construction of sidewalks thereon, the expense
of which is to be paid by the city, and is not
recoverable by them from the city. That no damages
are recoverable for raising the street between the side-
walks to the grade of the sidewalks. That no jury
can legally be asked on said petition because
it asks for a jury to assess the damages caused by
raising the street in executing an order for con-
structing sidewalks, and the damages caused by
raising the street in repairing the same. The
said city having now first learned that the order of
notice in this case was issued by the Board of
County Commissioners constituted in part of Lawson
Sibley, a resident of the City of Springfield, in which
Theron Sibley on which the petition requests the Com-
missioners to act his objects that the notice was not
issued by a competent tribunal, and further objects
that the board as now constituted with said Lawson
Sibley as one of its members is not properly consti-
tuted to pass upon the prayer of the petition. And
^{it is asked that} now, the petition be dismissed because no petition
was seasonably presented to the Mayor and Aldermen.

Order of the Court 1876

Sarah A. O'Brien
Pet. for a Jury

vs.
The City of Springfield
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To the County Commissioners of the County of Hamp-

den.
Sarah A. O'Brien of the City of Springfield in
said county, respectfully complains & represents that
she is the owner of a certain lot of land situated
on the northward side of Sharon Street in said
City of Springfield & described as follows: bounded
northerly by said Sharon Street, Easterly by land
of Ellen & Michael Courtney; northerly by land
of Thomas Doubled; & westerly by land of Michael
Drake. That on the twenty-fifth day of May
A.D. 1874 the City Council of said City of
Springfield ordered a sidewalk to be laid out,
established & constructed on both sides of Sharon
Street from Main Street to Chestnut Street That
in complying with & in carrying out said
order, & in repairing said street in connection
therewith, the said city have raised & elevated the
said street opposite & adjoining your petitioner's
said land to her great damage And your pe-
titioner further complains & says that she reason-
ably petitioned to the Mayor & Aldermen of
said City of Springfield to estimate & award
her just compensation for her said damages,
but they refused to award her any sum there-
for & being aggrieved thereby she now prays
that she may have a jury to determine the
matter of this complaint & that a warrant
may be duly issued for that purpose.

Sarah A. O'Brien
By Morris & Copeland her Attys.

The foregoing petition was entered at a meeting of
the County Commissioners holden at Spring-
field within and for said County on the
fourth Tuesday of June in the year of our Lord
one thousand eight hundred and seventy six,
when it was ordered that the Commissioners
would meet for the purpose of acting upon
said petition at the Court House in Springfield
on Thursday the thirty-first day of August

met at ten o'clock A.M. and that the petitioner
 caused a copy of said petition and of this order
 thereon to be served upon the City of Springfield
 fourteen days at least before the said thirty-first day
 of August, that at night appear and be heard
 upon said petition. And this petition was contin-
 ued to this meeting, and now the respondent ap-
 pears by its attorney A. L. Soule and files its answer
 to it. The City of Springfield answering said peti-
 tion says that the Board has no jurisdiction to or-
 der a jury as prayed for, because the petitioner did
 not after the commencement and within one year
 from the completion of the raising of said street file
 with the Mayor and Aldermen of the City of Spring-
 field his petition for compensation for any damages
 sustained by him in his property by said raising
 of the street. That the petition shows that said rais-
 ing of the street was done in executing an order of the
 City Council for the construction of sidewalks thereon.
 The expenses of which is to be paid by the abutters, and
 is not recoverable by them from the city. That no dam-
 ages are recoverable for raising the street between the
 sidewalks to the grade of the sidewalk. That no jury
 can legally be ordered on said petition because it
 asks for a jury to apportion the damages caused by raising
 the street in executing an order for constructing sidewalks,
 and the damages caused by raising the street in re-
 pairing the same. The said City having now first
 learned that the order of notice in this case was issued by the
 Board of County Commissioners constituted in part of Law-
 son Sibley, a resident of the City of Springfield, in which
 Sharon Street on which the petition requests the Commis-
 sioners to act, lies objects that the notice was not issued
 by a competent Tribunal. And further objects that the
 Board as now constituted with said Lawson Sibley
 as one of its members, is not properly constituted to
 pass upon the prayer of the petition. And now, ^{it is ordered that} the
 petition be dismissed, because no petition was reason-
 ably presented to the Mayor & Aldermen.

October Meeting 1876

Augustus Noble
Phil. Pilsbury & J. J. J. J.
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To the Honorable the County Commissioners and
for the County of Hampshire.

Respectfully represents

Augustus Noble, Dennis Talley, Cornelius Calman,
Michael Logan & John O'Brien all of Westfield in
said County that they were the owners of lots of
Back Estate situated in a way called Meadow
Street in said Westfield; the land of the said No-
ble being bounded north on Meadow Street, East
on land of Philip Reily Jr. South on land
of J. H. Plimley & West on land of John Conway
and the said Talley's land being bounded
North on said Meadow Street; East on land of
John Conway; South on land of John Mc
Mahon; West on land of John O'Brien. The
said Logan's land being bounded North on
Meadow Street, East on Phelps Avenue, South
on land of Timothy Kelly; West on land of
Patrick Salmon. The said Calman's land
being bounded North on Meadow Street, East
on land of Michael Logan, South & West on land
of Patrick Salmon. The said O'Brien's land being
bounded north on said Meadow Street; East
on land of Dennis Talley, South on land of
John McMahon & West on Phelps Avenue. That
your honorable body on the seventh day of De-
cember last did order said way widened & did
ascertain the place & course of said way & did es-
timate the damages sustained by parties by
reason thereof. Your petitioners respectfully re-
sented that they are aggrieved by the doings of
your honorable body in widening said way
ascertaining the place & courses thereof & estimating
the damages they sustained by reason thereof &
being thus aggrieved ask that a Jury be or-
dered to determine the matter of this Complaint.

Augustus Noble

Dennis Talley

Michael Logan

John O'Brien and

Cornelius Calman by

R. W. Coley their Atty.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and seventy six, when, on the foregoing petition it was ordered on the ninth day of August A.D. 1876 by Dawson Sibley Esq. Chairman of the County Commissioners for said County, that the Commissioners meet for the purpose of acting upon said petition at the Court House in Springfield.

August thirty first current at ten o'clock A. M. and that the petitioners cause a copy of said petition and this order thereon to be served upon the Town of Westfield fourteen days at least before said thirty first day of August, that they might appear and be heard upon said petition. And at said same meeting to wit, on the thirty first day of August, it was ordered that a warrant for a Jury be issued, and a warrant was duly issued requiring the Sheriff of said County or his Deputy to summon a Jury to hear and determine the matter of complaint set forth in said petition. And this petition was continued to this meeting and now the following verdict and order is received from the Superior Court: Commonwealth of Massachusetts. Superior Court October Term 1876. To the County Commissioners of the County of Hampden. In the case of Augustus Noble and others petitioners for a Jury upon which a warrant was issued by the said County Commissioners and was issued dated September 5th 1876 and has been returned into this Court; it is now ordered that the verdict of the Jury be accepted. Said verdict is as follows. Verdict of the Jury in case of Catherine Wilson, John Donovan, Cornelius O'Donovan, Patrick Kely, Augustus Noble, Dennis Talley, Cornelius Calver, Michael Ryan, and John O'Brien all of Westfield against the Town of Westfield. The jurors impaneled by A. M. Bradley Sheriff of the County of Hampden, are the

October Term 1876

on the day of October A.D. 1876 for the purpose mentioned in the warrant in said case, having been first duly sworn, and having chosen Samuel Flower Foreman by ballot, after carefully viewing the premises, and fully hearing the parties, estimate and after the amount & damages sustained by the within Catharine Wilson the sum of (81.00) Eighty dollars, the within named John Donovan the sum of Seventy dollars (70.00) the within named Cornelius O'Donovan the sum of Eighty-two dollars, the within named Patrick Hylle the sum of Thirty dollars (30.00) the within named Augustus Noble the sum of eleven dollars (11.00) the within named Dennis Farcy the sum of Twenty-one dollars (21.00), the within named Cornelius Calman the sum of Fourteen dollars (14.00), the within named Michael Hogan the sum of Seventy Dollars (70.00) and the within named John O'Brien the sum of Thirty-five dollars (35.00) to be a just award to all of said parties.

Samuel Flower Foreman.

Thomas J. O'Brien

John Carlton

C. L. Bodurtha

A. J. Matherly

Fred. A. Sykes

D. J. Palmer

A. P. Lornis

L. D. Rising

Ethan T. Sykes

Emerson Ch. Dibble

B. W. Bolton

Attest Robert O. Morris

Clk of Superior Court.

And now it is ordered by said Commissioners that said verdict and adjudication be recorded.

To the County Commissioners of the County of Hampden

John Burns Petr
for a Jury.

John Burns of Springfield in said County respectfully complains & represents that he is the owner of a certain lot of land situated on the northerly side of Sharon Street in said Springfield & described

vs.
The City of Springfield
108

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as follows: bounded southerly by said street, easterly by land of Ellen Murphy, northerly by land occupied by one Ellis, & westerly by land of George & James Kingston. That on the twenty-fifth day of May A. D. 1874 the City Council of said City of Springfield ordered a sidewalk to be laid out, established & constructed on both sides of said Sharon Street from Main Street to Chestnut Street. That in complying with, & in carrying out said order, & in repairing said street in connection therewith, the City has elevated & raised said street opposite & adjoining your petitioner's said land to his great damage. And your petitioner further complains & says that he seasonably petitioned the Mayor & Aldermen of said City of Springfield to estimate & award him just compensation for his said damages, but they refused to award him any sum, & they have not award him any sum therefor & being aggrieved thereby he now prays that he may have a jury to determine the matter of this complaint & that a warrant may duly issue therefor.

John Burns

By Morris & Copeland his Attys.

The foregoing petition was entered at a meeting of the County Commissioners holden at said Springfield on the fourth Tuesday of June in the year of our Lord one thousand eight hundred and seventy-six, when it was ordered that the Commissioners would meet for the purpose of acting upon said petition at the Court House in Springfield, on Tuesday, the third day of October next, at ten o'clock A. M. and that the petitioners cause a copy of said petition and of this order thereon to be served upon the City of Springfield, fourteen days at least before the said third day of October that it might appear and be heard upon said petition. And this petition was continued to this meeting and now the respondent appears by its attorney A. D. Soule, and files its answer to wit: The City of Springfield answering said petition says that this board has no jurisdiction to order a jury as prayed for, because

the petitioner did not after the commencement and within one year from the completion of the work of raising said street file with the Mayor and Aldermen of said city his petition for compensation for any injury sustained by him in his property by the raising of the street. That the petition shows that said raising of said street was done in the execution of an order for constructing sidewalks thereon. The expense of which is to be paid by the abutters, and is not recoverable from the city by them. That no damages are recoverable from the city for raising the street between the sidewalks to the grade of the sidewalks. That no jury can legally be ordered on said petition because it asks for a jury to apportion the damages caused by raising the street in executing the order for constructing sidewalks, and the damages caused by raising the street in repairing the same. The said City having now first learned that the order of notice in this case was issued by the board of County Commissioners constituted in part of Sawson Sibley, a resident of the City of Springfield, in which Sharon Street and which the petition requests the Commissioners to act. he objects that the notice was not issued by a competent tribunal. And further objects that the board as now constituted with said Sawson Sibley as one of its members is not properly constituted to pass upon the prayer of the petition. And now ^{it is added that} the petition is dismissed because no petition was seasonably presented to the Mayor & Aldermen.

To the County Commissioners of the County of Hampden

We the undersigned inhabitants of Southwick represent that as the new road now built past and near the house of Oliver Root

for alteration of highway in Southwick.

in the town of Southwick, diverges from two boundaries, one of which is an oak tree and the other a stone easterly from said tree, which boundaries were set by which to construct the road. We therefore petition your board to set one or more bounds between said tree and the bound easterly from it so as to correspond with the road as now built.

Southwick Sept 4th 1876

Geo. W. Rockwell & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said county on the fourth Tuesday of June, in the year of our Lord, one thousand eight hundred and seventy-six, at which meeting the Commissioners, deeming a view of the premises expedient, appointed Tuesday, the twenty fourth day of October, then next and ten o'clock in the forenoon, at the dwelling-house of Oliver Root in Southwick as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Southwick, being the town within which such alteration is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Western Hampshire Times and News Letter, a newspaper published in said county, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said twenty fourth day of October the Commissioners met at the time and place appointed, and proceeded

October Meeting 1876

to view the premises and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity require that the prayer of said petition should be granted, and the Commissioners then continued the further consideration of the matter to the next regular adjourned meeting held at the Court House, Springfield, Nov. 10th, 1876. and at the time of said view no person interested objecting. The Commissioners on this 10th day of November, 1876, proceed to locate as follows: Commencing at a stone monument opposite the house of Oliver Root and standing on the southerly side of the highway ordered by the County Commissioners December sixteenth A.D. 1874, upon the petition of Joseph W. Rockwell and others, thence running north 72° west ninety one feet, to a stone monument, thence north 59° west two hundred and eighteen feet, to the centre of a white oak tree. Thence the highway embraces all the land lying between the line as now run and the northerly side of the old highway. The County Commissioners having heard all persons interested in the question of damages and fully considered the same, do hereby order that there be paid to Josiah T. Webb the sum of twenty five dollars (\$25) in full compensation for all damages sustained by him in consequence of this location of highway. No other person or corporations having appeared to claim damages and none being entitled to any in the opinion of the Commissioners, therefore none are awarded.

Lawson Sibley } County
John O'Donnell } Commissioners.
L. F. Thayer }

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted, and the road established as and for a public highway.

James M. Thompson
Pet. for a Warrant of
Distress

vs.
The City of St. Louis
127

To the Honorable Board of County Commissioners.
Respectfully represents your petitioner, that on the
day of your honorable board awarded
him damages for land taken by said corporation,
to the amount of seven thousand dollars. That said
company have by failure to prosecute their appeal
have waived and abandoned the same. Wherefore
your petitioner claims that a warrant of distress
may be issued by your honorable board compelling
the payment of said award.

James M. Thompson
By Atty Leonard & Mills

The foregoing petition is entered at this meeting
and now, on this sixth day of December, a War-
rant is ordered to issue, and is issued on the
sixteenth day of December eighteen hundred and
seventy six for the sum of seventy eight hundred
and six dollars damages, and forty six dollars and
ten cents costs.

Warrant of Distress if^d Dec. 16th 1876.

Additional Land
Damages
Albert F. Webb

In the matter of the petition of J. W. Rockwell, an
additional sum of ten dollars is allowed. Albert
F. Webb for land damages.

Accounts

\$8324.

Sundry accounts being now presented, are allowed,
amounting to the sum of eight thousand two hun-
dred eighty four dollars and the same are ordered
to be paid from the County Treasury.

North End Bridge
expenses of

Sundry accounts for the construction of the North End
Bridge, laid out under the provisions of Chapter 130

October Meeting 1876

of the acts of the year 1875, amounting to the sum
of forty two thousand two hundred forty eight dol.
Two and fifty cents are allowed and added to be
paid from the County Treasury

\$42,248.50

The following persons are allowed the sum set
against their names for damages to lands for
highways amounting to the sum of one hun-
dred and twenty five dollars, and the same
are ordered to be paid from the County Treasury.

Land Damages

Isaiah J Webb

\$100.00

25.00

\$125.00

Hampden, ss. Dec. 11. 1876

Judgment is entered up according
to reports &c. and all matters not acted upon
are ordered to be continued, and this meeting
is adjourned without day

Attest

Robert O. Morris

Clerk.

Commonwealth of Massachusetts
Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the fourth Tuesday of December being the twenty sixth day and by adjournment on the twenty ninth day of said month in the year of our Lord one thousand eight hundred and Seventy six, and by adjournment on the second day of January in the year of our Lord one thousand eight hundred and Seventy seven.

Present Dawson Dibley Esq. Chairman } County
John O'Donnell Esq. } Commissioners
Lucius F. Thayer Esq.

And by adjournment on the tenth day of January on the sixth day of February, on the eighth tenth and twentieth days of March in the year of our Lord, one thousand eight hundred and Seventy seven.

Present Lucius F. Thayer Esq. Chairman } County
John O'Donnell " } Commissioners
Newton S. Hubbard.

Newton S. Hubbard Esquire, having been declared by the Board of Examiners, elected County Commissioner for the term of three years and having been duly sworn, appears on the said third day of January, and the board, consisting of John O'Donnell, Lucius F. Thayer, and Newton S. Hubbard Esquires, proceed to the choice of Chairman. The whole number of votes cast is three, of which Lucius F. Thayer Esquire has two, and is chosen Chairman of the board for the year ensuing.

Joseph Sea et al.
Pls to estimate
damages
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To the Honorable County Commissioners of the
County of Hampden.

Respectfully represent your petitioners Joseph Sea of the City and State of New York and John Fallon of Lawrence, Commonwealth of Massachusetts that they are owners of certain land in Rolyke, said County of Hampden in several parcels

Amherst, N.Y. 1876

the first one bounded and described as follows, viz: Northerly on Dwight Street 379 feet. Easterly on the main canal by a line thirteen (13) feet and six inches distant from the water thereof. Four hundred and seventy five feet. westerly on the upper canal by a line seven feet and six inches distant from the water line thereof. Four hundred and seventy feet and southerly on land formerly of the Hadley Falls Company, three hundred and seventy nine feet. Also another parcel described as follows viz: Northerly on said Dwight Street seventy two feet and six inches. Easterly on said upper canal by a line seven feet six inches distant from the water line thereof. four hundred and seventy feet. Westerly on Front Street four hundred and seventy feet and southerly on land formerly of said Company, seventy two feet and six inches. And one other parcel described as follows viz: Northerly on Dwight Street five hundred feet Easterly on said Front Street four hundred and forty feet. Westerly on High Street four hundred and forty feet and southerly on Suffolk Street five hundred feet. Reference is hereby made to the map hereto annexed to more fully described said property. That the Holyoke and Westfield Rail Road Company, a railroad corporation established by an act of the Legislature of the year A.D. 1869 and authorized to take land for and construct a railroad from said Holyoke to Westfield in said County have located their road and their site for their passenger or freight station for the town of Holyoke over and upon the aforesaid land of your petitioners, and have taken a portion thereof for the purposes of their road and station house or house as aforesaid as appears by the plan of their location a copy thereof as far as relates to your petitioners said land showing the situation and amount thereof taken is hereto

annexed and made a part of this petition and application. And your petitioners aver that they have been damaged by the location of the said road as aforesaid and hereby made applications to your Honorable Board to estimate and determine the amount of damage sustained by them by the taking of the land aforesaid on the premises and in accordance with the provisions of the law in such cases made and provided.

Dated this seventh day of March A.D. 1871

Joseph Lea

John Fallon

By Soule & Hathorn their Attorneys

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, in this and for said county on the fourth Tuesday of October in the year of our Lord one thousand eight hundred and seventy, ~~and~~ and was continued from meeting to meeting to this meeting and now it is ordered that the petition be dismissed.

Joseph Lea et al.
Petrs for security
for damages

To the County Commissioners of the County of
Hampden.

Whereas the Joseph Lea of the City and State of New York, and John Fallon of Lawrence Commonwealth of Massachusetts have presented to your honorable body an application for an estimate of the damages done to the properties of said petitioners by the Holyoke and Westfield Rail Road Company at the location of their rail-road and proposed buildings across and upon the land of your petitioners in said Holyoke as more fully appears in their said application now on file. Your petitioners now request your Honorable body to require said rail-road Company to give security to your satisfaction to your petitioners for the payments of all damages and costs which may be awarded by the County Commissioners or a jury for the land or property taken as aforesaid.

Joseph Sea
John Fallon

By double & date their Atty.

The foregoing petition was entered at a meeting of the County Commissioners held at Springfield on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and seventy and was continued from meeting to meeting to this meeting and now it is ordered that the petition be dismissed.

To the Honorable the County Commissioners of the County of Hampden.

Joseph Sea & John Fallon
Petrs to estimate damages.

Respectfully represent
your petitioners Joseph Sea of the City and State of New York, John Fallon of Lawrence in our County of Essex, and Erastus B. Bigelow of Boston in our County of Suffolk, that they the said Joseph Sea and John Fallon are the owners by the fee of the following described real estate situate in Holyoke in said County of Hampden and the said Erastus B. Bigelow that he is mortgagee of said property to the amount of seventy five thousand dollars as appears by his deed dated December 1, 1865, and recorded in Hampden Register in Book 236 Page 253. Said property bounded and described as follows viz: Northerly on Dwight Street 379 feet. Easterly on the Railway canal by a line thirteen feet and six inches distant from the water three thousand four hundred and seventy five feet. Westerly on the upper canal by a line seven feet and six inches distant from the water line three thousand four hundred and seventy feet and southerly on land formerly of the Holyoke Falls Company three hundred and seventy nine feet. Also another parcel described as follows, viz: Northerly on said

Dwight Street seventy two feet and six inches. Easterly on said upper canal by a line seven feet six inches distant from the water line there of four hundred and twenty feet. Westerly on Front Street four hundred and seventy feet and southerly on land formerly of said Company seventy two feet and six inches. Also one other parcel described as follows viz: Northerly on Dwight Street five hundred feet. Easterly on said Front Street four hundred and fifty feet westerly on High Street four hundred and forty feet and southerly on Suffolk Street five hundred feet. Reference is hereby made to the map hereto annexed, and to the record aforesaid, to more fully describe said property. That the Holyoke and Westfield Rail Road Company, a railroad corporation established by an act of the Legislature of the year A.D. 1869 and authorized to take land for and construct a railroad from said Holyoke to Westfield in said County have located their road and the site for their passenger or freight station in the said town of Holyoke over and upon the aforesaid land of your petitioners and have taken and are or have been working a portion thereof for the purposes of their said road and station-house or houses or buildings as aforesaid, as appears the plan of their location a copy thereof so far as relates to your petitioners said land showing the situation and amount thereof taken is hereto annexed and made a part of this petition and application. And your petitioners aver that they have been damaged by the location of the said railroad, as aforesaid, and hereby make application to your Honorable Board to estimate and determine the amount of damage sustained by them by the taking of the land aforesaid in the manner and on accordance with the provisions of the law in such cases made and provided. Dated this seventeenth day of March in the year of our Lord A.D. 1871

Wm. H. Burleigh 11/6/71

Joseph Dea & others.
By Dea & Athrop their attys.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said county on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and seventy and was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed.

To the Honorable the County Commissioners of the County of Hampden.

Joseph Dea et al.
Petrs. for security
for damages.
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Whereas Joseph Dea of the City and State of New York and John Vallen of Lawrence in our County of Essex and Horatio B. Bigelow of Boston in our County of Suffolk have presented to your Honorable Board an application for an estimate of the damages done to the property of said petitioners by the Holyoke and Westfield Rail Road Company in the location of their railroad and proposed buildings across and upon the land of your petitioners in said Holyoke as more fully appears in their said application now on file. Your petitioners now request your Honorable Board to require said rail road company to give security to your satisfaction to your petitioners for the payment of all damages and costs which may be awarded them by the said County Commissioners or a jury for the land & property taken as aforesaid. Dated this 17th day of March A.D. 1871.

Joseph Dea & another
By Dea & Athrop their attys.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for

said County on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and seventy and was continued from meeting to meeting to this meeting and now it is ordered that the petition be dismissed.

Erastus B. Bigelow
Pet. for security
for damages

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To the Honorable the County Commissioners of the County of Hampden

Whereas Joseph Lee of the City and State of New York, John Fallons of Lawrence in our County of Essex, and Erastus B. Bigelow of Boston in our County of Suffolk have presented to your Honorable Board an application for an estimate of the damages done to the property of said petitioners by the Holyoke and Westfield Rail Road Company in the location of their railroad and proposed buildings across and upon the land of your petitioners in said Holyoke as more fully appears in their said application now on file. Your petitioner now requests your Honorable Board to require said railroad company to give security to your satisfaction to your petitioner for the payment of all damages and costs which may be awarded them by the said County Commissioners or a jury for the land or property taken as aforesaid.

Dated this 17th day of March A.D. 1871

Erastus B. Bigelow

By Soule & Lathrop His Attys.

The foregoing petition was entered at the meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and seventy, and was continued from meeting to meeting to this meeting, and now it is ordered that the petition be dismissed.

December 1876

The Holyoke Water
Power Co. Petr.
estimate of
damages
to

To the County Commissioners of Hampden County
Respectfully represent your petitioner the Holyoke
Water Power Company a corporation organized
under the laws of the Commonwealth and has
its usual place of business in Holyoke in
said County, that on the tenth day of January
A.D. 1876, it filed its petition, praying your hon-
orable body to determine and assess the amount
of damages occasioned to it by the taking of
certain land owned by petitioner for the uses
and purposes of its road by the Holyoke and
Westfield Rail Road Company a Rail Road Com-
pany established by the laws of this Common-
wealth, which lands as aforesaid, and for the
taking of which your honorable body was re-
quested to estimate the damages, were the
same which were designated on the plan
annexed to said petition, which plan was
the plan of location, as then made, furnished
your petitioner by the said Rail Road Com-
pany on demand being made therefor
pursuant to the provisions of the statute in
such cases provided. That subsequent to the
furnishing of said plan and the filing
of said petition, the said Holyoke and
Westfield Rail Road Company have extended
their road and have located branches there-
for, and for the purposes thereof have taken
other lands situated in said Holyoke, of
your petitioner not mentioned in said
former petition, and have located their
Rail Road over and upon the same as
follows: from Dwight Street to the land of
the Connecticut River Rail Road Compa-
ny, a distance of _____ feet from
South Street through Race Street a distance
of about nineteen hundred feet from
South Street through Main Street a distance
of about eighteen hundred feet and from
the junction with the main track near
South Street, over lands mostly owned by

your petitioner between the Canal and the River, a distance of about two & one half miles as appears by the plan of location^{filed} by said Rail Road Company in the Office of the Clerk of Courts for Hampden County Massachusetts. That none of the land above mentioned was described or included in the petition heretofore filed by your petitioner. wherefore your petitioner prays that after due proceedings had in the premises, your honorable body will proceed to estimate the damages occasioned to your petitioner by reason of the taking of their land above mentioned for the purpose aforesaid.

Springfield, July 12th 1871

The Holyoke Water Power Co. }
per J. M. Bartholomew President }

The foregoing petition was introduced at a meeting of the County Commissioners holden at Springfield within and for said county on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and seventy one, and was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed.

The Holyoke Water
Power Co. Pet for
recovery of damages
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To the County Commissioners of the County
of Hampden.

Your petitioner the Holyoke Water Power Company, a corporation having a usual place of business in Holyoke, in said County, respectfully represents that it has filed an application in due form of law, praying your honorable body to estimate and determine the amount of damages occasioned to your Petitioner by the taking of certain land in said Holyoke described in said petition for the use of its Rail Road by the Holyoke and Westfield Rail Road Company, a Rail Road corporation having a usual place of business in said Holyoke, and your petitioner

Windsor Locking 1876

humbly requests that your honorable body with re-
spect to the said Rail Road Company to give satis-
factory security for the payment of all dam-
ages and costs which may be awarded by your
honorable body or by a jury for the land &
property taken as set forth in said petition.

Springfield July 15th 1871
Holyoke Water Power Company
By Leonard & Mills, Attys.

The foregoing petition was entered at a meeting
of the County Commissioners holden at
Springfield within and for said County on
the fourth Tuesday of June in the year of
our Lord one thousand eight hundred
and seventy one and was continued from
meeting to meeting to this meeting and
now it is ordered that the petition be dismissed.

To the County Commissioners of the County
of Hampden.

A. C. Burdett
Petn for a town way
in Wilbraham
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Respectfully represent the under-
signed voters and tax payers in Wilbraham
in said County residing that they with
these petitioners the Selectmen of Wilbraham
in writing among other things to lay out and
build a new town way in said town
from a point on the highway in said
town leading from the house of A. C. Burley
to ^{across} the house later John D. Beebe, or
near the house of Henry K. Deacock. Further
to a point on said highway at or near
the barn of J. W. Sessions and that said
Selectmen have unreasonably refused to
lay out said town way. Wherefore your pe-
titioners being aggrieved by such refusal
request that you will order said premises
and lay out said town way and alter
said highway and take such other action
in relation to the matters herein set
forth as in your opinion the public

good and convenience may require.
Waltham May 30. 1874

A. L. Burley & others.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said county on the second Tuesday of April in the year of our Lord one thousand eight hundred and seventy four at which meeting the Commissioners, deeming a view of the premises expedient, appointed Wednesday the nineteenth day of August then next and ten o'clock in the forenoon, at the dwelling house of A. L. Burley in Waltham, as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Waltham being the town within which such town was is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public ^{places} in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said nineteenth day of August the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners, held at Springfield aforesaid, on the Tuesday of then next at which meeting the

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he said was heard, and after the hearing, said
Commissioners proceed to consider and adjudicate
upon the prayer of said petition, and after
considering the same, said Commissioners did
adjudge that the said petitioners had unrea-
sonably neglected and refused to lay out
said town way, and that the convenience and
necessity required that the prayer
of the petition should be granted, and after
adjudicating as aforesaid, said Commissioners
appointed Tuesday the eighteenth day of July
then next next ten o'clock in the forenoon, at
the house of J. L. Buley in said Milbraham
as the time and place when and where they
would meet and proceed to locate as aforesaid,
and the said Commissioners having
given notice of the adjudication and the
time and place appointed for locating as
aforesaid, in the same manner as the notice
and publication was given and made, and
as is by law in such case made and pro-
vided, before proceeding to view (except pub-
lishing an abstract of said petition instead
of a copy thereof) on the said eighteenth
day of July met and proceeded to adjourn
to the next regular adjourned meeting of
said Commissioners & from meeting to meet-
ing to Tuesday the twenty sixth day of Decem-
ber A.D. 1876, when said Commissioners met
and proceeded to locate said town way as fol-
lows, to wit: Commencing at a stone monu-
ment in Easterly side of the road southerly
of the dwelling house of Mrs E. M. Bule. Thence
Running North 28 degrees 30 minutes East
288 feet to a monument in line of Northerly
side of said Bule's barn, and 4 feet westerly
of same. Thence 31 degrees East 219 feet to a
monument near the line between said
Bule and H. M. Sessions. Thence North 20
degrees East 423 1/2 feet to a monument 3
feet westerly of the north west corner of

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said Jackson's barn. The above description is for
the easterly line of highway the width being
40 feet. Thence from a point 20 feet westerly of
last described monument North 43 degrees East
700 feet. Thence North 62 degrees 45 minutes East
292 1/2 feet. Thence North 75 degrees 30 minutes
East 428 1/2 feet. Thence North 37 degrees East
382 1/2 feet. Thence North 20 degrees East 100 feet.
Thence North 0 degrees 45 minutes West 230 feet.
Thence North 25 degrees 30 minutes East 366
feet. Thence North 7 degrees 15 minutes West
334 1/2 feet. Thence North 6 degrees 30 minutes
West 866. Thence North 24 degrees West 344
feet to a point 20 feet westerly of a stone mon-
ument near the easterly line of the old high-
way. The above description is for the center line
of the Highway the width being 45 feet. The
stone bounds are set at each angle on the
easterly side of the Highway. Thence from the
last described point in the center of location
North 32 degrees East 400 feet. The above descrip-
tion is for the center line, the width at the
commencement being 40 feet and at the end
2 rods or 33 feet. Thence from the last de-
scribed point in the center of location North
43 degrees 45 minutes East 205 1/2 feet (near
Kitchcock's house). Thence North 25 degrees 45
minutes East 402 feet. Thence North 20 degrees
30 minutes East 166 feet. Thence North 13 de-
grees East 452 feet. Thence North 9 degrees 30
minutes East 400 feet. Thence North 25 degrees
15 minutes East 208 feet. Thence North 8 degrees
30 minutes East 401 feet (near Seash). Thence
North (true) 3 degrees 15 minutes East 176
feet. Thence North 7 degrees 45 minutes West
242 feet. Thence North 20 degrees 30 minutes
West 591 feet. Thence North 41 degrees 30 minutes
West 249 feet. Thence North 0 degrees 30 minutes
West 516 feet to a point 16 1/2 feet easterly of the
angle of the Old Road South of A. C. Phillips.
The above description is for the center line of

location. The width being 33 feet. The
 bounds are set on the eastern side excepting
 the last which is set at the angle of Old
 Road before described. The variation of the
 needle is 10° West. And now it is ordered
 that the said Town of Wilbraham, shall
 cause that part of this location which lies
 between the point where it leaves the old
 road near the barn of H. M. Seavins to
 where it again intersects the old road near
 the corner of Ruben Chaffin, and also the
 new location at the foot of the hill South-
 side of the house of George Seaver, which is
 within the limits of the said town of
 Wilbraham to be worked, made, and com-
 pleted in the most faithful and work-
 manlike manner, and as follows to wit:
 The said road must be thoroughly ploughed,
 where ploughing is applicable, and be
 thoroughly cleared of stones, stumps, and
 roots. The top soil, where it is unsuitable
 for making a hard and permanent road,
 must be removed out of the traveled way,
 or may be used in embankment, if it
 be so placed as not to be within twelve
 inches of the surface of the road when
 finished. Where the materials within the
 traveled part of the road are unsuitable
 for making a hard and durable road,
 and the subsoil, under the same is of a loam
 or clayey character, a top covering of
 at least 8 inches of good gravel or some
 other good material (the best that can
 be obtained in the vicinity, whether within
 or without the location of the road)
 will be required over the whole width of
 18 feet for the traveled part of the road.
 Where the subsoil is sand, the said traveled
 part of the road, after being properly graded,
 must be uniformly covered over its whole
 width with a coat of loam four inches

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ditch, and afterward with a top covering of
eight inches of good grass, or some other good
material, spread evenly over its whole surface.
Said road must be judiciously constructed from
the exterior of the sides of the traveled part through
to its center to the height of 8 inches and the
traveled part thereof must be worked to the width
of 18 feet, exclusive of the side slopes and of the
ditches; so that carriages and teams may pass
with safety and convenience over any and
every part of the 18 feet aforesaid. The said
traveled part of the road must be worked
in the center of and parallel to its location,
without any regard to the additional width
laid out for materials in constructing the
road, near its angles, which must be judi-
ciously rounded, so as to render its turnings
as gradual and easy as practicable. In gra-
ding the road, care must be taken to avoid
unnecessary undulations, and in no instance
can any angle of ascent or descent in the direc-
tion of this road be allowed of greater magni-
tude than is hereafter mentioned. The side
ditches where they are needed, must be con-
structed entirely without the traveled part
of the road of 18 feet as aforesaid, and must
be made by sloping from the exterior line
of the traveled part of said road two and a
half feet, at an angle of twenty-four degrees,
or two and one half feet slope to one foot rise,
to be measured horizontally with the base
or chord line of the crown of the road; these
must be worked parallel with the center line
of the traveled part of the road, without unneces-
sary curvatures in their direction, and must
gradually descend with a smooth even sur-
face in the direction of the road, towards the
point of discharge in such manner that no
water can permanently stand by the road side.
Over swamp or mired land where the road
is made by embankment, and is liable from

its weight, to settle or sink through the mud. The side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be cleared, in manner before mentioned. From the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side, must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet above to one foot wide. All roads must be properly and substantially graded, where railing is necessary for the safety and convenience of the traveler; the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and imbedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicing of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or posts, at least one foot in length, in such manner that the chamfered faces will fit and lie

close together, with the iron bolt aforesaid, pass-
 ing directly through the center of said joining or
 splicing. On a Stone wall built in the substantial
 and workmanlike manner, two and a half
 feet high above the face of the road, not less than
 two feet in thickness at its base and fifteen in-
 ches at its top, and placed on a good bank wall
 may be substituted for the railing aforesaid. In
 all places where it is necessary to have railing,
 the road if constructed of earth slopes must be
 worked sufficiently wide to allow the posts
 which support said railing, to be firmly and
 permanently placed in the embankment with
 the interior or inside thereof not less than 3 feet
 within the edge of the slope of the embankment,
 and without, in any manner obstructing or
 interfering with said 18 feet for the traveled part
 of the road. Where the sides of embankments are
 constructed or covered with substantial, well-
 laid stone walls instead of the earth slopes before
 mentioned (and where the materials can be
 obtained at a reasonable expense, this kind of
 structure will be required) said walls must be
 battered back towards the embankment from a
 perpendicular line at the rate of two inches to
 one foot in height, the inner face thereof being
 perpendicular; the road must be made to no
 greater and no twenty-four feet on the top or face
 of the embankment, to furnish a firm support
 to the railing and the twenty feet clear of all
 obstructions for the traveled part of the road as
 aforesaid. All bridges must be constructed with
 substantial, well-laid stone abutments, and
 be covered with the same material, with a top
 covering of not less than twelve inches of good
 gravel or some other good material, and a
 crowning of the road of 8 inches in addition; ex-
 cept the span of the arch or arches of a bridge,
 each exceed three feet in the clear, when it may
 be covered with good chestnut or white oak, three
 inch plank. Whenever a bridge is covered with

plank the top of the planking must be at grade, and a stick of Chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels and their passage to and from said bridge. All bridges must be made twenty-four feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 18 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart, and 24 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be covered 8 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road, for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge, and the said culverts when placed in must forever after be maintained, by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building.

in the best shape for placing in a bank well of the owner of said building shall or elect, otherwise on to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose.

Whenever an embankment is directed on front of a dwelling-house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing, (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid, be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler. And it is further ordered, that the grading of the new location specified aforesaid, which is within the town of Wilbraham, be so worked as not in any place to exceed the angle of ascent or descent from a horizontal line hereafter mentioned. And said grading is as follows, to wit: The road shall conform to the general surface of the ground over which it passes, but not pull on any part of this location which is

which to be constructed shall exceed seven feet
rise or fall in one hundred feet. And it is further
ordered by the County Commissioners that the
said town of Wilbraham, shall construct at some
point in the pasture of Daniel Flynn, a suit-
able pass for cattle and underneath the road may,
not less than six feet high, and three and a
half feet wide.

The County Commissioners having heard all
persons and corporations interested in the
question of damages who expressed a desire
to be heard thereon, consider and adjudge
that there be paid by the said town of
Wilbraham to Daniel Flynn, the sum of
five hundred dollars, in full compensa-
tion for all damages sustained by him
in consequence of the foregoing location of
turnpike. No other persons or corporations
having appeared to claim damages, and
none other in the opinion of the County
Commissioners being entitled to any,
therefore none others are awarded. The
owners of land over which the foregoing
described location of turnpike is made, are
allowed until the first day of May A.D.
1877 to remove their trees and fences there-
from. And it is further ordered by the
County Commissioners that the said
town of Wilbraham cause that part of
this location specified to be made and
completed in accordance with the fore-
going order and to the acceptance of the
County Commissioners, on or before the
first day of October A.D. 1877.

Samuel Sibley } County
John O'Donnell } Commissioners.
L. F. Thayer }

All of which by the report of said Commissioners
filed among the proceedings on the aforesaid petition
fully appears and now the said report being read and consid-
ered is accepted and the road established, as and for a public highway

Patrick Hoagard
Att. for at Large

The Springfield Athol
& North Eastern R.R. Co.

25

To the County Commissioners of Hampden County.
Respectfully represents your petitioner,
Patrick Hoagard of Springfield in said County,
that he is the owner of a certain tract of land
situated in said Springfield upon the
northerly side of Columbia Street or called,
bounded, southerly by said street, Easterly
by land now or formerly of John Campbell,
Northerly by an Avenue formerly, now occu-
pied by the Railroad Company, Westerly
by land now or formerly of Thomas Donnelly.
That the Springfield Athol and Northeastern
Railroad Company, have taken said land
for the uses and purposes of the Railroad
under the provisions of law; that upon a
petition therefor, your Honorable body did
on the sixth day of October last passed to
estimate and apportion the damage to him,
by the taking of his said land as aforesaid,
And your petitioner avers that he is ag-
grieved by the estimate of his damages
made by your honorable board, wherefore
your petitioner prays that upon due pro-
ceedings had in the premises, a jury may
be added to appraise his said damages, accord-
ing to the provisions of law in that behalf
provided.

Springfield September 22. 1874

Patrick Hoagard

by Leonard & Mills

The foregoing petition was entered at a
meeting of the County Commissioners holden
at said Springfield on the fourth Tuesday
of June, in the year of our Lord one thousand
eight hundred and seventy four, and was
continued to the meeting held at said County on
the first Tuesday of October in the year last aforesaid,
wherein it was ordered that the Petitioner give notice
to the said Springfield Athol & North Eastern Railroad
Company to appear before the County Commissioners
at the Court House in Springfield in said County

on Wednesday the fourth day of November next at nine o'clock P. M. by serving them with an attested copy of said petition and of this order thereon fourteen days at least before said fourth day of November that they might then and then show cause why the prayer of said petition should not be granted. And this petition was continued to the meeting holden for said County on the fourth Tuesday of June in the year of our Lord one thousand eight hundred and seventy five, at which meeting it was ordered that a warrant for a jury be issued and a warrant was duly issued, requiring the Sheriff of said County or his Deputy to summon a jury to hear and determine the matter of complaint set forth in said petition. And this petition was continued from meeting to meeting to this meeting, and now it is ordered that the petition be dismissed.

To the Honorable County Commissioners of the County of Hampden

M. S. King Pet. for a Jury.

Respectfully represents
 Martin S. King of the City of Springfield in said County that he is the owner in fee of a certain tract of land situate in said Springfield bounded Northerly on land of George E. Howard, Easterly on Locust Street, Southerly on lands of one Pirtag one Hopwell, land of E. A. & J. L. Alden & land of one Anderson, and Westerly on Main Street, that on the twenty seventh day of June last past the City Council of said Springfield ordered said Main Street between Oak Street & Mill River to be laid out, straightened, and located anew as a public Street, that in making said operation in said street in pursuance of said order, the said City has taken a part of

vs.
 The City of Springfield.
 Dk.

his said land and has otherwise caused
great damage to your petitioner, that the
said City Council has estimated & awarded
damages to your petitioner but that the
amount of said award is insufficient for
his reasonable compensation & he is aggrieved
by said estimate and award. Wherefore he prays
that your honorable body will issue a warrant
for a jury to hear & determine his complaint
in accordance with the provisions of law in
such cases made & provided.

Springfield, Nov. 28. 1874

M. L. King.

The foregoing petition was entered at a meeting
of the County Commissioners holden at said
Springfield, on the fourth Tuesday of December
in the year of our Lord, one thousand, eight
hundred and seventy four, when it was or-
dered, that the Commissioners meet for the
purpose of acting upon said petition, at the
Court House in Springfield aforesaid, on Tues-
day the second day of February next, at eleven
o'clock, A. M. and that the Petitioners cause
a copy of said petition and this order thereon
to be served upon the City of Springfield,
fourteen days at least before the said second
day of February, that they might appear and
be heard upon said petition. And this
petition was continued to the meeting
holden for said County on the second
Tuesday of April in the year of our Lord
one thousand eight hundred and seventy
five, at which meeting it was ordered that
a warrant for a Jury be issued, and the
Commissioners appointed C. B. Gillett to pre-
side over the Jury, and a warrant was duly
issued requiring the Sheriff of said County
or his Deputy to summon a Jury to hear
and determine the matter of complaint set forth in
said petition. And this petition was continued from
meeting to meeting to this meeting and now it is ordered that said petition,
^{be dismissed.}

Deane & Shoulton 1876

To the Honorable the County Commissioners for the County of Hampden in the Commonwealth of Massachusetts.

Elizabeth A. Adams
vs.
The City of Springfield

43

Your petitioner Elizabeth A. Adams of Springfield in said County, respectfully represents that she is the owner of valuable real estate, situated on Chestnut Street in said Springfield, bounded east by said street, north, west & south by land of Horace Martin. That the City of Springfield acting through its City Council on the 25th day of July in the year 1874, ordered that said Chestnut Street adjoining the land of your petitioner, as well as other parts of said street, should be lowered and the grade thereof reduced. That said city did thereupon proceed to lower said street and reduce the grade thereof to the great damage of your petitioner. Wherefore your petitioner being aggrieved by the estimate of his damages by the acts of the said city, and being unable to agree upon the same prays, that she may have a jury to estimate the damages by her sustained.

Elizabeth A. Adams

By her Attys.

Deane & Shoulton

The foregoing petition was entered at a meeting of the County Commissioners held in said Springfield on the second Tuesday of April in the year of our Lord one thousand eight hundred and seventy-five, at which meeting it was ordered that the Commissioners meet for the purpose of acting upon said petition, at the Court House in Springfield aforesaid, on Tuesday the first day of June next, at nine o'clock A.M. and that the petitioner cause a copy of said petition and this order thereon to be served upon the City of Springfield, fourteen days at

least before the said first day of June, that they might appear and be heard upon said petition. And at said April meeting, to wit, on the first day of June, it was ordered that a warrant for a Jury be issued, and a warrant was duly issued requiring the Sheriff of said County or his Deputy to summon a Jury, to hear and determine the matter of complaint set forth in said petition. And this petition was continued from meeting to meeting to this meeting, and now it is ordered that the petition be dismissed.

Elisha Black et al
Petrs for a new high
way in Montgomery
T. Russell

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To the Hon. County Commissioners for the County
of Hampshire

We the undersigned citizens of Montgomery and Russell respectfully represent that the Public convenience and necessity require that a new road be located and constructed in said towns beginning at the highway about fifty rods south of the house of Elisha Black in Montgomery and running on the West side of Shatuck Mountain, crossing the tracks of the Boston and Albany Rail Road, and the Westfield river near Russell Station to the place on road leading from said Station to Blandford about ten rods west of the Russell Hotel. Also a branch road from W. R. Holcomb to connect with the above route asked for near Tuttlebend Bridge. We, the petitioners therefore pray your Hon. board to view the premises at your earliest convenience and make such orders and decrees in the matter, as in your judgment the public good may require.

Elisha Black & others.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June in the year of our Lord, one

thousand, eight hundred and seventy five, at which meeting the Commissioners, becoming aware of the premises expedient, appointed Thursday, the twenty third day of September then next and ten o'clock in the forenoon, at the Hotel in Russell as the time and place for viewing the premises; and caused a copy of said petition to be served upon the Boston & Albany Rail Road Company and upon the clerks of the towns of Montgomery and Russell, being the towns within which such new highway is prayed for; thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said towns; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper published in said county, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said twenty third day of September the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same, the parties were heard, and after the hearing, said Commissioners proceeded to continue the further consideration of the petition to the next regular meeting of the Commissioners and from meeting to meeting to Tuesday the seventh day of December then next, at which meeting the Commissioners after further consideration had, did adjudge that common convenience

and necessity required, that the prayer of said petition should be granted, and after adjudicating as aforesaid, said Commissioners appointed Monday the seventeenth day of April then next, and ten o'clock in the forenoon, at Curtis Hotel in said Russell as the time and place when and where they would meet and proceed to locate as aforesaid, and the said Commissioners having given notice of the adjudication and the time and place appointed for locating as aforesaid, in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said seventeenth day of April the Commissioners met and adjourned to the next regular adjourned meeting & or from meeting to meeting until this twentieth day of December A.D. 1876, when the Commissioners proceed to locate as follows: commencing (3) three feet Northerly of a stone monument at or near the North East corner of Roland Park's Home Lot at Russell Depot thence ^{running} North 80 degrees 30 minutes East 35.2 feet to a point 27 1/2 ft. Southerly of the center of Roadway of the Iron Bridge. The above description is for the Southerly line the width being 55 feet. Thence from the center of Bridge at the Westerly end South 70° 45' East in a straight line with said Bridge 550 ft.

Thence North 67 degrees 30 minutes	East 100 ft.
" North 55 deg.	East 100 "
" North 5 deg.	40 min. East 300 "
" North 1 deg	45 " West 300 "
" North 8 deg	30 " East 100 "
" North 24 deg	30 " East 300 "
" North 25 deg	40 min. East 400 "
" North 41 deg East	100 "
" North 31 deg	30 minutes East 100 "
" North 50 deg East	100 "

Diamond Mining 1876

North 17 deg 30 minutes	East 200 ft
North 22 deg East	100 "
North 22 deg East	800 "
North 24 deg East	100 "
North 26 deg 45 mins	East 200
Thence North 16 degrees East	100 "
North 19 deg 30 mins	East 100 "
North 30 deg 20 mins	East 300 "
North 25 deg 30 mins	East 800 "
North 20 deg 30 mins	East 100 "
North 11 deg East	100 "
North 18 deg 40 mins	East 100 "
North 10 deg 40 mins	East 100 "
North 3 deg 40 mins	East 100 "
North 13 deg 45 mins	East 100 "
North 4 deg 45 mins	East 100 "
North 8 deg 50 mins	East 200 "
North 15 deg 15 mins	West 100 "
North 7 deg 45 mins	East 200 "
North 2 deg East	350 "
North 34 deg 15 mins	East 250 "
North 18 deg 45 mins	East 200 "
North 1 deg 30 mins	East 200 "
North 18 deg 30 mins	West 400 "
North 15 deg 30 mins	West 180 "
North 14 deg 30 mins	East 120 "
North 10 deg 15 mins	West 200 "
North 22 deg 30 mins	East 100 "
North 32 deg East	113 "

to Station 75+13 (or called) the Junction
with a highway running northerly past
the dwelling of W. R. Holcomb to the old road.
Thence from said Junction

North 42 deg 30 minutes	East 87 feet
Thence South 86 deg East	100 "
South 61 deg East	100 "
South 46 deg 30 mins	East 100 "
South 31 deg East	100 "
South 26 deg 30 mins	East 100 "
South 23 deg 30 mins	East 100 "
South 20 " 30 "	East 100 "

Thence South 16 deg 30 mins	East 300 ft
" South 24 deg East	250 "
" South 32 " 30 mins	East 150 "
" South 47 deg East	100 "
" South 27 " 30 mins	East 100 "
" South 13 deg 15 mins	East 250 "
" South 9 deg East	150 "
" South 13 deg East	200 "
" South 1 deg East	100 "
" South 7 deg 30 mins	East 100 "
" South 15 deg 30 "	East 100 "
" South 9 deg 30 mins	East 250 "
" South 4 deg East	150 "
" South 7 deg East	200 "
" South 19 deg East	150 "
" South 27 deg 30 mins	East (true) 200 "
" South 17 deg 30 "	East 250 "
" South 14 deg West	150 "
" South 28 deg West	50 "
" South 60 deg 30 mins	West 250 "
" South 24 deg West	40 "
" South 83 deg East	207 "
" South 37 deg East	100 "
" South 24 deg 30 mins	East 100 "
" South 19 " 30 "	East 250 "
" South 24 deg 30 mins	East 200 "
" South 28 deg East	100 "
" South 64 deg East	100 "
" North 30 deg East	200 "
" North 48 deg East	250 "
" South 82 deg East	250 "
" South 46 deg East	300 "
" South 51 deg East	100 "
" North 88 deg 30 mins East	157

to the Westerly line of the old highway, westerly of the dwelling house of Elisha Clark in Montgomery. The above description is for the center line of the highway, the width being three (3) rods also commencing at the junction heretofore mentioned by 75 + 15 (or called) and running North 3 deg 29 1/2 ft. Thence North 15 deg West 300 feet.

to the old road near the dwelling of W. R. Robb
The above description is for the center line, the
width being two and one half rods (41 1/2 ft.)
Between Stations 3 & 4 a Bridge of the following
dimensions shall be built. The width to be
not less than 18 feet between the railings. The
abutments to be of stone not less than three (3)
ft thick on the bottom & not less than six (6)
ft high, set at least 6 ft apart in the clear.
Culverts shall be built as specified below.

Between Stations 17 & 18 Culvert 2 ft high, 2 ft wide

" " 18 & 19 " " "

" " 19 & 20 " " "

Near Station 21 " 2 " 1 1/2 "

Between Stations 22 & 23 " 2 " 2 "

" " 25 & 26 " 2 " 2 "

Near Sta. 28 " 3 " 3 "

" " 29 " 3 " 3 "

Between Stations 31 & 32 " 2 " 1 1/2 "

" " 35 & 36 " 2 " 1 1/2 "

" " 42 & 43 " 2 " 2 "

" " 50 & 51 " 4 " 3 "

" " 54 & 55 " 2 " 1 1/2 "

" " 55 & 56 " 4 " 3 "

" " 60 & 61 " 3 " 3 "

" " 69 & 70 a Bridge of the same
dimensions as specified for stations 3 to 4

Between Stations 72 & 73 Culvert 2 ft high, 1 1/2 ft wide

" " 79 & 80 " 4 " 3 " "

" " 76 & 77 " 2 " 2 " "

" " 81 & 82 " 2 " 1 1/2 "

" " 84 & 85 " 3 " 3 "

Near Sta. 88 " 3 " 2 "

Between Stations 90 & 91 " 4 " 3 "

" " 100 & 101 " 3 " 3 "

" " 109 & 110 " 3 " 3 "

" " 110 & 111 " 3 " 3 "

" " 124 & 125 " 4 " 3 "

The walls of all culverts not over 3 ft high
shall be not less than 2 ft thick. The walls
of culverts 4 ft high to be not less than 3 ft

thick. The covering stone ~~work~~ shall be of suitable thickness for the different widths of culverts, and shall be not less than 16 inches longer than the width of the opening. The superstructure of the bridges heretofore specified shall consist of Chestnut or Oak Stringers of suitable length, not less than 7 in. x 10 in. placed, not over 2 ft. apart from center to center. The floor to be of Chestnut or Oak plank not less than 3 inches thick. And now it is ordered that the towns of Russell and Montgomery cause the road aforesaid, which is within the limits of the said towns of Russell & Montgomery to be worked, made, and completed in the most faithful and workman-like manner, and as follows, to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stumps, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed, so not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 6 inches of good gravel or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 18 ft for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center

to the height of 8 inches. And the traveled part thereof must be graded to the width of 18 feet, exclusive of the side slopes and of the ditches: so that carriages and teams may pass with safety and convenience over any kind every part of the 18 feet spread. The entire traveled part of the road must be worked in the center of and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, or as to render its turning as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches where they are needed, must be constructed entirely without the traveled part of the road of 18 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of each road two and a half feet, at an angle of twenty-four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the center line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the roadside. Over swamp or meadow land where the road is made by embankment, and is liable, from its height, to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned in manner before

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mentioned, from the edge of the anterior slope
of the ditch on the uphill side to the center, and
from thence to the exterior or downhill side must
be made nearly or quite level. All sides of excava-
tions or embankments where the materials are of
a loamy or adhesive character must be made
at an angle not exceeding forty-five degrees;
where the materials are loose gravel or sand, the
angle must not exceed thirty degrees from a hor-
izontal line, or two feet slope to one foot rise. Said
road must be firmly and substantially railed,
where railing is necessary for the safety and
convenience of the traveler; the railing must
consist of straight handsome chestnut poles, not
less in any part than five inches in diameter,
and be securely fastened with iron bolts to stone
or chestnut posts two feet high above the face of the
road, not less than eight inches in diameter,
and embedded in the earth or embankment
not less than three feet, and not more than
twelve feet distant from each other from center
to center. Where the sides of embankments are con-
structed or secured with substantial well-laid
stone walls, stones two feet high above the face of
the road, and not less than eighteen inches
in diameter at their base may be substituted
for the stone posts aforesaid. All joinings or spli-
cings of said railing must be made on the
summit or top of some one of the stone supports
aforesaid, by chamfering the joining ends of each
of said poles or joints at least one foot in length,
in such manner that the chamfered faces will
fit and lie close together, with the iron bolt
aforesaid passing directly through the center
of said joining or splicing. Or a stone wall
built in a substantial and workmanlike
manner, two and a half feet high above the face
of the road, not less than two feet in thickness
at its base and fifteen inches at its top, and
placed on a good bank wall, may be substitut-
ed for the railing aforesaid. In all places where

It is necessary to have railing, the road if constructed
 of earth slopes must be worked sufficiently wide
 to allow the posts which support said railing, to
 be firmly and permanently placed in the
 embankment with the exterior or inside thereof
 not less than 2 feet within the edge of the slope
 of the embankment, and without, in any man-
 ner obstructing or interfering with said 18 feet
 for the traveled part of the road. Where the sides
 of embankments are constructed or secured
 with substantial, well-laid stone walls in-
 stead of the earth slopes before mentioned,
 and where the materials can be obtained
 at a reasonable expense, this kind of structure
 will be required said walls must be bat-
 tened back towards the embankment from
 a perpendicular line at the rate of two inches
 to one foot in height, the inner face thereof
 being perpendicular; the road must be
 worked to no greater width than twenty-four
 feet on the top or face of the embankment.
 To furnish a firm support to the railing and
 the twenty feet clear of all obstructions for the
 traveled part of the road as aforesaid. All
 bridges must be constructed with substantial
 well-laid stone abutments, and be covered
 with the same material, with a top covering
 of not less than twelve inches of good gravel
 or some other good material, and a crowning
 of the road of 8 inches in addition; except the
 span of the arch or arches of a bridge, each ex-
 ceed three feet in the clear, when it may be
 covered with good chestnut or white oak, three
 inch plank. Whenever a bridge is covered
 with plank the top of the planking must
 be at grade, and a stick of chestnut timber
 ten inches on the bottom and inside and
 sloping to eight inches on the outside thereof
 must be firmly imbedded upon each side
 of the bridge for securing the edges of the
 plank against any injury from wheelbarrow.

their passage to and from said bridge. All
 bridges must be made 18 feet long, measured
 at right angles with the direction of the road,
 and be substantially and properly railed, to
 the height of three feet, and to the width of not less
 than 18 feet between the railings clear of all obstruc-
 tions. All necessary sluiceways must be made
 of the same length as the bridge, and be measured
 in the same manner, with good, firm, straight
 stone sides of six feet as described, and be covered
 with the same material, with a top covering of
 not less than twelve inches of good gravel or some
 other good material, and the road over said
 sluiceways must be crowned 8 inches in ad-
 dition. The owners of land over which said road
 is located, retain the legal right to construct
 cattle culverts, or farm bridges across and under-
 neath the road for their accommodation and
 convenience, provided they do not thereby increase
 the ascent or descent in the grading of the road,
 as hereafter described, and construct said culverts
 or bridges in manner prescribed for the bridge;
 and the said culverts when placed in must
 forever after be maintained by such owners, their
 heirs or assigns, in good repair, and in such
 condition as to render them safe and convenient
 for the traveler. In grading the road aforesaid, care
 must be used in front of any dwelling house, or
 other building where an excavation is required, to
 leave the side bank thereof nearest said building
 in the best shape for placing in a bank wall if
 the owner of said building shall so elect, otherwise
 so to slope such side bank as to cause the least
 possible injury to said building or the appurtenan-
 ces thereto. Provided, however, when such passage
 ways cannot be made safe and convenient
 by sloping as aforesaid, culverts shall be construct-
 ed for that purpose. Whenever an embankment
 is directed in front of a dwelling house or other
 building, it must be constructed and sloped on
 that side of the traveled way nearest said building

in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to have all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or saved beside the proposed traveled way by the owners of lands over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised, or lowered and so widened at the points of their said crossings, intersections or connections, therewith, as to render them perfectly safe and convenient for the traveler. And it is further ordered, that the grading of the road aforesaid, which lies within the town of Russell & Montgomery, be so worked, as not in any place to exceed the angle of ascent or descent of seven degrees in the steepest place, and as much less as the nature of the ground will admit. And it is now ordered, by the County Commissioners that when the Town of Russell shall have completed to the acceptance of the County Commissioners that part of this location between the point at which it commences, and the westerly end of the new bridge over the Westfield River, there shall be paid to the said town of Russell from the County Treasury the sum of two hundred and fifty dollars \$250. And it is further ordered, by the County Commissioners that upon the completion and acceptance of the remaining portion of the highway aforesaid, which is within the limits of the Town of Russell, there be paid to the said town of Russell from the County

Treasury an additional sum of five hundred dollars And it is also ordered by the County Commissioners that upon the completion by the Town of Montgomery to the acceptance of the County Commissioners of that part of the foregoing located highway which is within the limits of the town of Montgomery, shall be paid to the said town of Montgomery from the County Treasury the sum of one thousand dollars. A certain portion of the foregoing location of highway being across the tracks of the Boston and Albany Railroad, at grade, the permission and consent of the Rail Road Commissioners of the state to so locate was obtained and a copy of their doings thereon is hereto annexed. The County Commissioners having heard all persons and corporations interested in the question of damages award no damages to be paid to any person or corporation as in their opinion none are entitled to any in consequence of this location of highway. The owners of land on which this location is made, are allowed until the first day of May A.D. 1877 to remove their trees and fences therefrom. And it is now ordered by the County Commissioners that the said town of Russell cause that part of the foregoing located highway which lies between the commencement of the location and the westerly end of the iron bridge to be made constructed and completed to the acceptance of the County Commissioners on or before the first day of June A.D. 1877. And it is further ordered by the Commissioners that the town of Russell cause that portion of this location which lies between the easterly end of the iron bridge and the line between the towns of Russell and Montgomery to be constructed in accordance with the foregoing order and to the acceptance of the County Commissioners on or before the first day of November A.D. 1878. And it is further ordered by the County Commissioners that the said town of Montgomery

December Meeting 1876

cause that portion of this location which is
within the limits of the town of Montpelier to be
constructed in accordance with the foregoing order
and to the acceptance of the County Commissioners
on or before the first day of November A.D. 1878.

Lawson Dittus } County
John P. Duggan } Commissioners
L. S. Thayer } all of which by the said County Commissioners

has among the proceedings on the petition fully appeared and now the said report being read and consid-
ered as accepted and that road established as a road for a public highway.

To the Honorable County Commissioners of the
County of Hampden

David N. Northway et
al. Pet. for a new highway
relocation of highway
in Granville

Respectfully represent the
undersigned citizens of the town of Granville
that the public convenience & necessity re-
quire that a new road should be laid out
& constructed commencing near the Trumbull
corner or called on the road leading from
Granville Corners to Eastland St. Thence
north-westerly to the road leading from
East Granville Hill to South Lane at a
point near the house occupied by Silas
Rodge. Also that the road running from
near the house occupied by Charles Stevens
to the Post office at Granville Corners and
from the said Post office to the house of
Luman A. Hooley is not convenient for
the uses of the public. We the undersigned
respectfully petition your Honorable Board
to visit said routes to locate and order
roads constructed over said routes or change
locations of those now used and discontinue
any roads in your judgment advisable.
And as in duty will ever pray.

Granville, Sept. 2nd 1875

David N. Northway & others.

The foregoing petition was entered at a meet-
ing of the County Commissioners holden at
Springfield, within and for said County on
the fourth Tuesday of June in the year of our
Said, one thousand eight hundred and seventy

five, at which meeting the Commissioners, during
 a view of the premises expedient, appointed Thurs-
 day, the fourteenth day of October then next, and
 ten o'clock in the forenoon, at the Granville House,
 at Granville Corners, Granville, as the time and place
 for viewing the premises, and caused a copy of
 said petition to be served upon the clerk of the
 town of Granville being the town within which
 such alterations are prayed for, thirty days at
 least before the time appointed for said view, and
 also caused abstracts of said petition, containing
 the substance thereof, to be posted in two public
 places in said town; and also gave notice to all
 persons interested by causing a copy of said petition
 to be published three weeks successively in the
 Springfield Daily Union, a newspaper published
 in said County, said posting and the last
 publication of said copy having been fourteen
 days at least before the time appointed for said
 view; and before said view was had, said Com-
 missioners gave notice in like manner as de-
 scribed in the foregoing notice of the petition,
 to all persons interested, of the time and place
 for commencing said view. And on the said
 fourteenth day of October, the Commissioners met
 at the time and place appointed, and proceeded
 to view the premises, and having viewed, the
 same the parties were heard, and after the hear-
 ing, said Commissioners proceeded to consider
 and adjudicate upon the prayer of said peti-
 tion, and after considering the same, said Com-
 missioners did adjudge that common conven-
^{and necessity} ~~ance~~ required that the prayer of said petition
 should be granted, and after adjudicating as
 aforesaid, said Commissioners appointed Tues-
 day the twentieth day of June then next, and
 eleven o'clock in the forenoon at the Hotel of A. L.
 Hayden in said Granville, as the time and place
 when and where they would meet and proceed
 to locate as aforesaid, and the said Commission-
 ers having given notice of the adjudication and

the time and place appointed for locating as
specified, in the same manner as the notice
and publication, original and made, and as
is by law in such cases made and provided,
before proceeding to view (except publishing and
abstract of said petition instead of a copy there-
of) on the said twentieth day of June, and
and adjourned to the next regular adjourned
meeting or from meeting to meeting until
the 29th day of December A.D. 1876 when the
commissioners proceeded to locate as follows:

Commencing at a stone 8 feet north (in range
of the westerly side) of the South West corner
of a shed on the westerly side of a building
now used as a hotel, and on the northerly side
of the West Granville Road (or called) at
Granville Corners. Thence running north 80
degrees west on the northerly line of said road
127 feet to a stone at the South West corner of
L. V. Spillman's home lot. Thence north 6 de-
grees 30 minutes West on said lot 30 feet to a
stone at the North West corner of said lot.

Thence north 52 degrees 30 minutes East on the
southerly side of the highway 30 feet to a stone.
Thence North 85 degrees 30 minutes East 71 1/2
feet on the southerly side of the highway to a
stone. Thence North 67 degrees East on southerly
side of said highway 307 feet to a stone at the
North West corner of the and/or Betsey Phelps home
lot and in easterly line of the Hartford Road
(or called). The above description is for the purpose
of defining and locating the bounds on one
side of the highway above described. Also the fol-
lowing described change of location. Commun-
cing at a stone monument in the northerly
line of the West Granville Road (or called) and
18 1/2 feet easterly of the Blacksmith shop at
Granville Corners and running North 31 de-
grees East 62 feet to a monument in the
westerly line of the Hartford Road (or called).
The above description is for the westerly line

and the location covers all land lying Easterly of the same to the said Hartford Road. And it is now ordered by the County Commissioners, that the said town of Granville cause that part of this location which passes over the land of A. D. Hayden to be worked, made and completed in a manner suitable for public travel and to a grade corresponding to the grade of the old road on the east side of same. The County Commissioners having heard all persons and corporations interested in the question of damages, who expressed a desire to be heard thereon, adjudge and order that there be paid from the County Treasury to A. D. Hayden the sum of two hundred dollars in full compensation for all damages sustained by him in consequence of the foregoing location of highway. No other persons or corporations having appeared to claim damages and none other in the opinion of the County Commissioners being entitled to any, therefore none other are awarded. The owners of land over which this location of highway is made are allowed, until the first day of May A. D. 1877, to remove their trees and fences therefrom. And it is now ordered by the County Commissioners that the said town of Granville, cause the foregoing new location of highway to be constructed and completed in accordance with the foregoing order, and to the acceptance of the County Commissioners on or before the first day of November A. D. 1877.

Lawson Sibley } County
John O'Donnell } Commissioners
L. F. Thayer }

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted, and the road established as and for a public highway.

To the Honorable County Commissioners of the County
of Hampden.

James O'Leary Petr.
petitioner for damages.

Respectfully represents James O'Leary
of Longmeadow that he is the owner of a parcel
of land in Longmeadow, bounded and described
as follows, to wit, easterly by the highway leading
from Springfield to East Longmeadow, southerly
by the highway leading from Wilbraham to
Longmeadow Street, westerly by land now or
formerly of R. M. Corlies, and northerly by
land now or formerly of A. S. Galkins. This
Trakham and one Bodurtha, that said par-
cel of land is under mortgage to William
O'Leary of Longmeadow. That the Springfield
and New London Railroad Company, a
corporation established under the laws of
Massachusetts by virtue of certain acts of the
legislature of Massachusetts has taken a certain
portion of his said land for the location of its
railroad and for other purposes, a particular
description of the portion so taken being shown
upon the map of the location of said railroad
now on file in the office of the clerk of said
County, that he has been greatly damaged
by the taking of his land as aforesaid, and
is unable to agree with said Company upon
the amount of compensation it shall make
to him therefor. Wherefore he prays you to view
the said premises and make an estimate
of the damages to which he is entitled.

James O'Leary
by Geo. D. Robinson
his Attorney

The foregoing petition was entered at a meet-
ing of the County Commissioners holden at
Springfield, within and for said County on
the fourth Tuesday of June in the year of
our Lord one thousand eight hundred and
seventy six, at which meeting it was ordered
that the Commissioners meet for the purpose
of acting upon said petition, at the Court

at
The Springfield & New
London R. R. Co

6846
House in Springfield aforesaid, on Tuesday the
fifth day of October next, at ten o'clock P. M.
and that the petitioner cause a copy of said peti-
tion and this order thereon to be served upon the
Springfield and New London Railroad Company
fourteen days at least before the said fifth day of
October, that they might appear and be heard up-
on said petition. And this petition was contin-
ued from meeting to meeting to this meeting, and
now it is ordered that the petition be dismissed.

Curtis A. Stoddard West Springfield May 15th 1876

State Petn for alteration To the County Commissioners of Hampden County
Hampden West Union

Springfield
79

Be it known to your Honorable Board, that
there is a highway formerly known as the new
road to Chicopee commencing a little west of
Rock Section on the road leading from Westfield
to Springfield thence passing the house of Curtis
A. Stoddard and others towards the village of
Chicopee. Therefore we the undersigned tax paying
citizens and legal voters respectfully represent that
the part of the road from its commencement
near the Boston and Albany Rail Road to the
house of Henry Pease which is as far as our petition
extends is worked more crooked than it must
be in its gurney, that it is out of repair, it being
much of the way lowest in the middle, thus
holding the water and making bad travelling
especially in the Spring and Fall. Also there
is a very sharp angle near the house of Nor-
mand T. Smith where we ask for a new lay
of Road commencing at some point west of the
angle and crossing near said Smith's land
hill to a point near the house of Henry Pease
this change in the lay with such repairs and
improvements as you in your wisdom may or
deem what we ask for and for which as we be-
lieve we will ever pay.

Westfield Mass = Curtis A. Stoddard & others

The foregoing petition was entered at a meeting of the Liberty Commissioners holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord one thousand eight hundred and seventy six at which meeting the Commissioners, deeming a view of the premises expedient, appointed Tuesday the eleventh day of July then next and ten o'clock in the forenoon at the house of Curtis A. Stoddard in West Springfield, as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the Town of West Springfield, being the town within which such alteration is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in West Springfield said town; and also gave notice to all persons interested, by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said eleventh day of July the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition, and after ^{they proceeded to consider and adjudicate upon the prayer of said petition, and after} ~~the parties and their~~ ^{adjudging the same, said Commissioners} ~~adjudged~~ ^{adjudged} that common convenience and necessity require, that said highway be altered & relocated as prayed for in said petition. The Commissioners then proceeded to adjourn the consideration of the

matter to the next regular adjourned meeting
 and so from meeting to meeting until this
 meeting held December 29 A.D. 1876 when, as at
 the time of the view are persons interested objecting
 thereto, the commissioners proceed to alter & substitute
 as follows. Commencing at a stone monument
 on the southerly side of the highway in the line
 between land of Henry Peace & H. W. Smith, and
 running South thirty six (36) degrees forty five
 (45) minutes West two hundred and eighty
 three (283) feet to a stone monument in the
 easterly line of the highway. The above description
 is for the south easterly line of the highway, and
 the location covers all land lying between
 said line & the northerly line of said high-
 way. Also commencing at a stone monument
 in the westerly line of the highway and 27 ft
 southerly of the range of the southerly line of the
 School Lot. Thence running due West partly on
 land of H. W. Smith & partly on the southerly
 line of the highway, eleven hundred forty six
 (1146) feet to a stone monument in the line be-
 tween land of James Champion & Benjamin
 Miller Jr. The above description is for the southerly
 line of the highway, the width being three (3)
 rods. Also commencing at a stone monument
 in the Northerly line of the highway herein
 described, and the westerly line of Bear & De Road
 (so called) and running South eighty (80) degrees
 West three hundred and seventy (370) feet to
 a stone mon. Thence South seventy four (74)
 degrees West two hundred and ninety one (291)
 feet to a stone mon. Thence South sixty two
 (62) degrees West one hundred and eighty five
 (185) feet to a stone mon 27 ft easterly of the
 North east corner of Benjamin Miller dwelling
 house and in range of the Northerly side.
 Thence South fifty eight (58) degrees thirty (30)
 minutes West six hundred and ninety seven
 (697) feet to a stone mon in the Northerly line
 of the highway. Thence Westerly six hundred

and eighty six (86) feet to a stone monument on the westerly line of the present highway and on the westerly line of Benjamin Mills. The above description is for the westerly line of the highway, the width being three rods. The highway for the last five described courses is bounded westerly by land of Benjamin Mills & southerly by B. B. Mills Jr. Variation of the middle of the road now it is ordered that the said town of West Springfield cause the road aforesaid, which is within the limits of the said town of West Springfield to be worked, made, and completed in the most faithful and workmanlike manner, and as follows, to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stumps, stumps, and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used, in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 8 inches of good gravel or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 18 feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled

part thereof to its center to the height of 8 inches.
 And the traveled part thereof must be worked
 to the width of 18 feet, exclusive of the side slopes
 and of the ditches, so that carriages and teams
 may pass with safety and convenience over
 any and every part of the 18 feet aforesaid. The
 said traveled part of the road must be worked
 in the center of and parallel to its location, with-
 out any regard to the additional widths laid
 out for materials in constructing the road, except
 under its angles, which must be judiciously
 rounded, so as to render its turnings as gradual
 and easy as practicable. In grading the road,
 care must be taken to avoid unnecessary undu-
 lations, and in no instance can an angle of as-
 cent or descent in the direction of the road be
 allowed of greater magnitude than is hereafter
 mentioned. The side ditches where they are needed
 must be constructed entirely without the traveled
 part of the road, of 18 feet as aforesaid, and must
 be made by sloping from the exterior line of the
 traveled part of said road two and a half feet
 at an angle of twenty-four degrees or two and
 one-half feet slope to one foot rise, to be measured
 horizontally with the base or chord line of the
 crown of the road; they must be worked parallel
 with the center line of the traveled part of the road
 without unnecessary curvatures in their direc-
 tion, and must gradually descend with a
 smooth even surface in the direction of the
 road, towards the point of discharge in such
 manner that no water can permanently
 stand by the roadside. Over swamp or meadow
 land where the road is made by embankment
 and is liable from its weight to settle or sink
 through the mud, the side ditch will in no
 instance be allowed. On the side of hills where
 the road is made partly by embankment
 and partly by excavation the road must be
 crowned, in manner before mentioned, from
 the edge of the interior slope of the ditch on the

uphill side to the center, and from thence to the
lower or downhill side must be made nearly or
quite level. All sides of excavations or embankments
where the materials are of a loamy or adhesive
character must be made at an angle not
exceeding forty-five degrees; where the materials
are loam, gravel or sand, the angle must not ex-
ceed thirty degrees from a horizontal line, or
two feet slope to one foot rise. A sidewalk must
be fairly and substantially railled, where rail-
ing is necessary for the safety and convenience
of the traveler. The railing must consist of straight
handsome chestnut poles, not less in any part
than four inches in diameter, and be securely
fastened with iron bolts to stone or chestnut
posts two feet high above the face of the
road, not less than eight inches in diameter,
and embedded in the earth or embankment
not less than three feet, and not more than
twelve feet distant from each other from
center to center. Where the sides of embank-
ments are constructed or secured with substan-
tial well-laid stone walls, stones two feet
high above the face of the road, and not less
than eighteen inches in diameter at their
base may be substituted for the stone posts
aforesaid. All joinings or splicings of said
railing must be made on the summit or
top of some one of the stone supports aforesaid,
by chamfering the joining ends of each of said
poles or joints, at least one foot in length, in
such manner that the chamfered faces will
fit and lie close together, with the iron bolt
aforesaid passing directly through the center
of said joining or splicing. Or a stone wall
built in a substantial and workmanlike
manner, two and a half feet high above
the face of the road, not less than two feet
in thickness at its base and fifteen inches
at its top, and placed on a good bank
wall, may be substituted for the railing

aforesaid. In all places where it is necessary to
 have railing, the road if constructed of earth
 slopes must be worked sufficiently wide to allow
 the posts which support said railing, to be
 firmly and permanently placed in the em-
 bankment with the interior or inside thereof
 not less than 2 feet within the edge of the slope
 of the embankment, and without, in any manner
 obstructing or interfering with said 18 feet for the
 traveled part of the road. When the sides of em-
 bankments are constructed or secured with substan-
 tial, well-laid stone walls instead of the earth
 slopes before mentioned (and where the materials
 can be obtained at a reasonable expense, this kind
 of structure will be required,) said walls must be
 battered back towards the embankment from a
 perpendicular line at the rate of two inches to one
 foot in height, the inner face thereof being perpen-
 dicular; the road must be worked to not greater
 width than twenty-four feet on the top or face
 of the embankment, to furnish a firm support to
 the railing and the twenty feet clear of all ob-
 structions for the traveled part of the road as afore-
 said. The bridge over the brook westerly of R. T.
 Smith's shall be constructed with stone abut-
 ments $4\frac{1}{2}$ ft. high, 3 ft. thick at bottom and
 two at top, placed six feet apart in the clear,
 covered with 3 in. plank supported by stringers
 of suitable length, not less than 8×10 in. placed
 not over two feet apart from center and, se-
 cured by railing as in printed specifications.
 All bridges must be constructed with substan-
 tial, well-laid stone abutments, and be covered
 with the same material, with a top covering
 of not less than twelve inches of good gravel or
 some other good material, and a crowning of the
 road of 8 inches in addition; except the span of
 the arch or arches of a bridge, each must three feet
 in the clear, when it may be covered with good
 chestnut or white oak, three inch plank. Whenever
 a bridge is covered with plank the top of the

planking must be at grade, and a stick of chestnut
under ten inches in the bottom and inside and
sloping to eight inches on the outside thereof must
be firmly imbedded upon each side of the bridge,
for securing the edges of the plank against any
injury from wheels in their passage to and
from said bridge. All bridges must be made
twenty-four feet long, measured at right angles
with the direction of the road, and be substan-
tially and properly railed to the height of three
feet, and to the width of not less than 18 feet
between the railings clear of all obstructions.

All necessary sluiceways must be made of the
same length as the bridge, and be measured
in the same manner, with good, firm, straight
stone sides or abutments not less than two
feet apart, and 18 inches high, and be covered
with the same material, with a top covering
of not less than twelve inches of good gravel or
some other good material, and the road over
said sluiceways must be crowned 8 inches
in addition. The owners of land over which
said road is located, retain the legal right
to construct cattle culverts, or farm bridges
across and underneath the road for their ac-
commodation and convenience, provided
they do not thereby increase the ascent or de-
scent in the grading of the road, as hereafter
described, and construct said culverts or
bridges in manner prescribed for the bridge,
and the said culverts when placed in must
forever after be maintained by such owners, their
heirs or assigns, in good repair, and in such
condition as to render them safe and conven-
ient for the traveler. In grading the road afore-
said, care must be used in front of any
dwelling house or other building where an
excavation is required, to leave the side bank
thereof nearest said building, in the best shape
for placing in a bank wall if the owner of
said building shall so elect, otherwise as to slope

such side bank as to cause the least possible injury to said building & the appurtenances thereto, provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed, in front of a dwelling-house or other building, it must be constructed, and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing, (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered, and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler. And it is further ordered that the grading of the road aforesaid which is within the town of West Springfield be so worked as to conform in its grade to the general surface of the ground over which it is located, excepting at a point near the new house of Benjamin Giles, where the hollow now existing shall be filled when the road is constructed so as to conform to the general surface of the ground on either side. The County Commissioners having heard all persons and corporations interested in the question of damages who expressed a desire to be heard thereon, do hereby order that there be paid from the County Treasury to Norman J. Smith the sum of three hundred

December Meeting 1876

to pay \$300 in full compensation for all damages sustained by him in consequence of the foregoing location of highway. No other persons or corporations appearing to claim damages and none other in the opinion of the County Commissioners are being entitled to any, therefore none other are awarded. The owners of land over which the foregoing location of highway is made, are allowed until the first day of May A.D. 1877 to remove their trees and fences therefrom. And it is further ordered by the County Commissioners, that the said town of West Springfield cause the foregoing location of highway to be made, constructed and completed to the acceptance of the County Commissioners on or before the first day of November, A.D. 1877.

Dawson Tibber } County
John O'Donnell } Commissioners
L. E. Thayer }

All of which by the report of said Commission as filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as and for a public highway.

The County Commissioners having viewed and carefully examined throughout the highway in the town of Andover, located and ordered upon the petition of Charles O. Chapin and others, and having found the same well made, constructed and completed according to the order of the Commissioners thereon, the same is by them accepted.

Acceptance of highway
upon petition of
Charles O. Chapin
et al.

Jan. 10) The Treasurer of Hampden County is authorized and empowered to borrow of the Third National Bank of Springfield, Massachusetts, for and in behalf of said County and

County Treasurer
authorized to
borrow \$20,000

in anticipation of the County Tax, such sum or sums of money as may be necessary, and to execute and deliver note or notes therefor not exceeding however, in all, the sum of thirty thousand Dollars.

County Treasurer (Jan 10) Ordered that the County borrow the sum of seventy five thousand dollars for the purpose of carrying into effect the provision of the act of the Legislature for the year 1872, Chap. 130, to establish a Free Bridge across the Connecticut River between Springfield and West Springfield and that for the purpose of carrying into effect this order Mr. Wells Bridge, County Treasurer, be authorized to sign the notes of the County for the sum of seventy five thousand dollars, payable to the New Bedford Institution for Savings or order, in one year from the 13th day of January 1877 with interest at five per cent payable semi-annually, at the Massachusetts National Bank in the City of Boston.

Committee appointed to purchase Law Books A. L. Soule Esq. N. A. Leonard Esq. Robert O. Morris Esq. are appointed a committee to have in charge the purchasing of Law Books for the Law Library.

\$1170.03
Sheep Damages The sum of eleven hundred and seventy dollars and three cents is allowed for damages done to sheep, and other domestic animals by dogs and for services performed under chapter 130 of the acts of 1867 and the same is ordered to be paid out of the moneys received by the County Treasurer, under the provisions of said acts.

Register of Deeds - Chief The votes for Register of Deeds for the County of Hampden being examined and counted, on the first Wednesday of January A. D. 1877, it appears that James C. Russell of Springfield has fourteen thousand two hundred and seventeen votes, Henry M.

Kathlee of Springfield has one hundred and eighty votes James H. Russell having received the highest number of votes is declared to be elected, and now appears, is sworn, and gives bond for the faithful discharge of the duties of his office.

The votes for County Treasurer having been also examined and counted, on the same day, it appears that M. Wells Bridge of Springfield has eight thousand two hundred & thirty three votes, John J. Moore of Springfield has six thousand two hundred & fifty two votes, Ediphah Trask of Springfield has sixty eight votes, Wells Bridge has nine votes, C. D. Moore has one vote. M. Wells Bridge having received the highest number of votes is declared to be elected, and now appears, is sworn, and gives bond for the faithful discharge of the duties of his office.

County Treasurer
choice of

James Doyle of Holyoke, William L. Foote of Westfield, and James C. Loomis of Palmer are hereby appointed a Board of Overseers of the House of Correction for Hampden County for the ensuing year.

Overseers of House
of Correction

The County Commissioners having apportioned the monies received under the provisions of Chapter 130 of the Acts of 1867, not expended in the payment of damages done by dogs, order that the same amounting to the sum of Seven Thousand Forty Dollars and Forty One Cents be paid to the treasurers of the several cities and towns of the County in the proportions following, viz:

Apportionment
of Dog Tax refunded
to Towns.

To the Treasurer of Agawam.	229.31
Blandford.	119.53
Brimfield.	107.22

December Meeting 1872

For Salaries of Officers	2600. 00
Repairs	600. 00
Instruction	300. 00
Furniture & Utensils	200. 00
Miscellaneous Expenses	950. 00
Medicine and Attendance	450. 00
	<u>15000. 00</u>

At Court House	
For Salary of Messenger & Engineer	1850. 00
Record Books and Stationary	1000. 00
Law Library	1000. 00
Repairs	1000. 00
Fuel and Lights	1400. 00
Salary of Courts	800. 00
Salary of Sheriff	1250. 00
Treasurer	1500. 00
Examiners of Accounts	50. 00
Legal Expenses	200. 00
Criminal Costs	6000. 00
Interest on County Notes	19000. 00
Drinking Fund	10000. 00
County Indebtedness for	
Orders drawn on the Treasury	<u>4000. 00</u>
	<u>49000. 00</u>

Total Estimate	83500. 00
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Deduct estimated receipts	<u>3500. 00</u>
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Amount called for by Tax	80000. 00
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Dawson Sibley } County
John O'Donnell } Commissioners
L. F. Thayer }

Dundry accounts being now presented are allowed amounting to the sum of thirty seven thousand six hundred forty six dollars & forty seven cts, and the same are ordered to be paid from the County Treasury.

Accounts
\$37,646.47

Dundry accounts for the construction of the North End Bridge, laid out under the provisions of Chapter 130 of the Acts of the year 1872

North End Bridge
Expenses of

244
\$205.05.52

amounting to the sum of thirty thousand five
hundred & five dollars & fifty two cents are allowed
and ordered to be paid from the County Treasury.

Rampden ss. March 20. 1877

Judgment is entered
up according to reports & all matters
not acted upon are ordered to be continued
and this meeting is adjourned without day.

Attest:

Robert O. Morris Clerk

April Meeting 1877

Commonwealth of Massachusetts
Hampden, ss

A meeting of the County Commissioners began and holden at Springfield with-
in and for the County of Hampden on the
second Tuesday of April being the tenth day
of said month and by adjournment on the
first day of May on the fifth day of June, on
the fourteenth day of June, and
on the twentieth day of June. in the year
of our Lord one thousand eight hundred
and seventy seven.

Present Decius F. Thayer } Chairman
John O'Donnell } County
N. S. Hubbard } Commissioners

To the County Commissioners for the County of Hampden. Alexander T. Stewart
(Att. to est. damages.)

Alexander T. Stewart of the City
County and State of New York respectfully
represents that he is the owner of a certain
tract of land situate in Holyoke in said
County described as follows, viz. Beginning
at the point of intersection of the Northerly
side of South Street with the Westerly side
of Main Street, and running northeasterly
on Main Street one hundred & seventy five
feet to the Wall site of Jared Bubb, thence
Northeasterly along the Southerly side of said
Bubb's land, and at a right angle to said
Main Street, two hundred & sixteen feet to Race
Street, thence Southeasterly along the easterly
line of said Race Street and parallel with
said Main Street one hundred and seventy
five feet to said South Street, thence South-
easterly along the Northerly line of said
South Street two hundred and sixteen
feet to the place of beginning. Also of a cer-
tain other tract of land in said Holyoke
described as follows, viz. Beginning at the
point of intersection of the Westerly line of

as
The Holyoke & Westfield
R. R. Co.

1

2442
Main Street with the Southerly side of South
Street, and running Northwesterly on said
South Street two hundred & sixteen feet to Race
Street, thence Southwesterly on said Race Street
and parallel with said Main Street one hun-
dred & fifty feet, thence Southeasterly and at
a right angle to said Race Street, two hundred
& sixteen feet to said Main Street, thence North-
easterly along the Westerly line of said Main
Street one hundred & fifty feet to the place of
beginning. And your petitioner further repre-
sents that the Holyoke and Westfield Railroad
Company, a corporation established under the
laws of this Commonwealth, with authority to lo-
cate, construct, maintain and use a railroad
from said Holyoke to the town of Westfield, and
one or more branch railroads in said Holyoke,
have located certain branch railroads along and
upon said South Street between your petitioner's
two tracts of land before described, also along &
upon said Race Street and said Main Street
adjoining your petitioner's said lands, and
said Company is preparing to construct, and
is now constructing some portion of said branch
railroads at a grade much above the grade of
your petitioner's said lands. And your peti-
tioner further shows that he has long occupied,
and now occupies said track first described,
as the site of a large and valuable mill for
the manufacture of wooden goods, and has up-
on said site valuable buildings, constantly em-
ployed in said business and both of said
tracts of land are of great value to him, and
used for the purpose of said business. And
your petitioner further represents that the loca-
tion, construction, maintenance and use of
said branch railroads, adjoining his said lands
as aforesaid, is and will continue to be of great
damage to your petitioner, and will greatly
obstruct and hinder the convenient & profitable
use of said lands and impair the value of

the same. He therefore prays your honorable
body to estimate the amount of damages
sustained and to be sustained by your pe-
titioner by reason of the location, construc-
tion, maintenance & use of said railroads
and make return thereof according to law.

Alexander T. Stewart

By Henry Morris his Atty.

The foregoing petition was entered at a meeting
of the County Commissioners holden at
Springfield within and for said County on
the first Tuesday of October in the year of our
lord one thousand eight hundred and
seventy one, and was continued from meet-
ing to meeting until this meeting, and
now it is ordered that said petition be
dismissed.

To the County Commissioners of the County
of Hampden.

Alexander T. Stewart
Plt. for security for damages
vs.

The undersigned Alexander T.
Stewart having made application to your
Hon. Board to estimate the damages sus-
tained by him by the action of the Holyoke
and Westfield Railroad Company in
laying out, making and maintaining
its Railroad as by said application or
file appears, hereby requests that you will
require said Railroad Company to give
satisfactory security for the payment of
said damages & all costs that may be award-
ed him. Oct. 28. 1871.

The Holyoke & Westfield
R.R. Co.

Alexander T. Stewart

By Henry Morris his Atty.

The foregoing petition was entered at a
meeting of the County Commissioners holden
at Springfield within and for said County
on the first Tuesday of October in the year
of our lord one thousand eight hundred
and seventy one, and was continued from

meeting to meeting to this meeting and now it is ordered that said petition be dismissed.

S. Augustus Bemis et al.
vs. Petrs for a Jury.

as
The City of Springfield
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To the County Commissioners of the County of Hampden
S. Augustus Bemis, W. Chaplin Bemis,
Arthur S. Bemis, Thomas O. Bemis, Henry S. Bemis,
Julia C. Sturtevant and Kate C. Smith, children
and devisees under the will of Stephen C. Bemis,
late of Springfield in said County deceased,
and Julia C. Bemis widow and devisee of said
Stephen C. Bemis, respectfully represent that the
City Council of said Springfield by an order
passed on the twenty fourth day of August
in the year eighteen hundred and seventy four
caused certain alterations to be made in the
grade of Lyman Street one of the highways of
said City. And your petitioners say that the
said Stephen C. Bemis, then in full life, but
since deceased was then the owner of certain
real estate in said Springfield of which your
petitioners are now the owners by devise in
the last will of said Stephen C. duly admit-
ted to Probate, bounded Northerly by Lyman
Street, Easterly by John Donahue, Southerly
by Taylor Avenue and Westerly by Chestnut
Street, with dwelling houses and other buildings
thereon of great value before said alteration
was made. And the petitioners further allege
that by reason of the alterations aforesaid in
the grade of said Lyman Street great dam-
age has been done to said real estate, and
the value thereof greatly impaired whereby
your petitioners have suffered great loss. Yet
the said City Council have awarded to said
Stephen C. Bemis only the sum of five hundred
dollars for damages sustained by said altera-
tions. And the petitioners say that said sum
is wholly inadequate as a compensation. And
being aggrieved thereby they pray that their
damages may be appraised and awarded

April Meeting 1877

by a Jury.

J. Augustus Bemis & others.

By Morris Copeland, their Attys.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield on the second Tuesday of April in the year of our Lord, one thousand eight hundred and seventy five, when it was ordered that the Commissioners meet for the purpose of acting upon said petition, at the Court House in Springfield aforesaid, on Tuesday, the fourth day of May next, at ten o'clock, a.m. and that the petitioners cause a copy of said petition and this order thereon to be served upon the City of Springfield, fourteen days at least before the said fourth day of May, that they might appear and be heard upon said petition. And on the eighth day of May in the year last aforesaid the petitioners, by consent of the Respondents amended their petition as follows: Strike out all names of petitioners after that of W. Chaplin Bemis, and all descriptions of the parties, as far as the words "under the will of" and insert the words "Executors duly qualified". Strike out the words "and Julia C. Bemis widow & devisee" as far as to the words "respectfully represent". Strike out the words "of which your petitioners are now the owners by devise in the last will of said Stephen C. duly admitted to probate". Strike out the words "your petitioners have" and insert "the said Stephen C. Bemis". Strike out all the signatures after the first two names.

By Morris Copeland, their Attys.

And at said April meeting, to wit, on the fourth day of May, it was ordered that a warrant for a Jury be issued, and the Commissioners appointed M. B. Whitney to preside over the Jury, and a warrant was duly issued requiring the Sheriff of said County or

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his Deputy to summon a Jury to hear and
determine the matter of complaint set forth in
said petition. And this petition was continued
from meeting to meeting to this meeting, and
now the following verdict and order is received
from the Superior Court Commonwealth of
Massachusetts, Hampden ss. Superior Court March
Term 1877. To the County Commissioners of the
County of Hampden. In the case of S. Augustus
Bemis & W. Chaplin, Bemis executors, Petitioners for
a Jury upon which a warrant was ordered by
the said County Commissioners, and was issued
dated May 22^d A.D. 1875, and has been returned
into this Court, it is now ordered that the verdict
of the Jury be accepted. Said verdict is as follows:
The jurors impanelled by Milton B. Whitney Esq.
who was appointed by the County Commissioners
to preside at the trial of said causes on the thir-
teenth day of July A.D. 1875, for the purpose men-
tioned in the warrant in this case issued in the
causes aforesaid, having been first duly sworn,
and having chosen Andrew Bartholomew fore-
man by ballot, after carefully viewing the
premises, and fully hearing the parties, esti-
mate and assess the amount of damage sustained
by said petitioners respectively by reason of
certain alterations and changes in the grade
of Lyman Street as set forth in said petitions
as follows, viz. We assess the damage sustained
by the said S. Augustus Bemis and W. Chaplin
Bemis, Executors of the last will and testa-
ment of Stephen L. Bemis deceased, by said
cause at the sum of eighteen hundred dollars \$1800.
Andrew Bartholomew, Foreman. Abijah Hastings
John Hooker Samuel Smith
Orrin Nickerson Wm. L. Chapin
Michael McDevitt J. B. Brown
E. L. Barnes Alvin Sibley
Nelson Lombard Ethar La Bly
Attest:

Robert C. Morris, Clerk

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And now it is ordered by said Commissioners that said verdict and adjudication be recorded, and that the said Augustus Bennis and others recover judgment against the said City of Springfield, for the sum of two thousand six dollars and ten cents damages, and costs of suit; taxed at one hundred and eighty dollars and ten cents. Writ of Distress if^d June 18th 1877

To the County Commissioners of the County of Hampden

Catharine Morrissey
Pl. for a Jury

Catharine Morrissey of the City of Springfield in said County respectfully represents that the City Council of said City by an order passed on the 24th day of August A.D. 1874 caused certain alterations to be made in the grade of Lyman Street one of the public streets of said City. And she says that then & ever since she was & is the owner of certain real estate in said City on said Lyman Street known as number 177 on said Street with buildings thereon. She avers that by said alterations of grade her said real estate has been greatly injured, the value thereof impaired and her property damaged. But the said City Council have awarded her only the sum of one hundred & twenty five dollars therefor, which she says is wholly inadequate as a compensation for said damage. She therefore prays that she may have a jury ordered to assess and award her reasonable and proper damages.

Catharine Morrissey

By Morris & Chapland her attys

The foregoing petition was entered at a meeting of the County Commissioners holden at said Springfield on the second Tuesday of April in the year of our Lord one thousand eight hundred and seventy five when it was ordered that the Commissioners meet for the purpose of acting upon said petition at the Court House in Springfield aforesaid.

on Tuesday the fourth day of May next, at ten o'clock, A.M., and that the petitioner cause a copy of said petition and this order thereon to be served upon the City of Springfield, fourteen days at least before the said fourth day of May, that they might appear and be heard upon said petition. And at said April meeting to wit on the fourth day of May, it was ordered, that a warrant for a Jury be issued, and the Commissioners appointed Mr. B. Whitney to preside over the Jury, and a warrant was duly issued requiring the Sheriff of said County or his Deputy to summon a Jury to hear and determine the matter of complaint set forth in said petition. And this petition was continued from meeting to meeting to this meeting and now the following verdict and order is received from the Superior Court Commonwealth of Massachusetts at Hampden, ss. Superior Court March Term 1877. To the County Commissioners of the County of Hampden. In the case of Catharine Morrissey, Petitioner for a Jury upon which a warrant was ordered by the said County Commissioners, and was issued dated May 22nd A.D. 1875, and has been returned into this Court, it is now ordered that the verdict of the Jury be accepted. Said verdict is as follows. The jurors impaneled by Milton B. Whitney Esq. who was appointed by the County Commissioners to preside at the trial of said causes on the thirteenth day of July A.D. 1875, for the purpose mentioned in the warrant in this case issued in the causes aforesaid, having been first duly sworn, and having chosen Andrew Bartholomew foreman by ballot, after carefully viewing the premises, and fully hearing the parties, estimate and specify the amount of damage sustained by said petitioners respectively by reason of certain alterations and changes in the grade of Lyman Street, as set forth in said petitions as follows, viz. We specify the damage

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sustained by the said Katherine Morrisey by said
cause at the sum of six hundred & twenty five
dollars \$625⁰⁰

Andrew Bartholomew Foreman	Abijah Hastings
John Koker	Samuel Smith
Orin Mickerson	Wm D Chapin
Michael M. Dumott	Jms B. Cogges
E. L. Cogges	Alvin Sibley
Nelson Lombard	Ethan B. Ely
Attest: Robert O. Morris	Clerk.

And now it is ordered by said Commissioners that said
verdict and adjudication be recorded, and that the said
Katherine Morrisey recover judgment against the said
City of Springfield for the sum of six hundred and twenty
five dollars and fifty six cents damages, and costs of suit
taxed at one hundred and forty three dollars
and forty four cents.

Wart. of District of ? June 14th 1877

To the County Commissioners for the
County of Hampden.

Anna Kimes Petr.
for a Jury.
vs.

Anna Kimes of the City
of Springfield in said County respectfully
represents that the City Council of said city
by an order passed on the twenty fourth
day of August in the year eighteen hundred
& seventy four caused certain alterations to
be made in the grade of Lyman Street one
of the public highways of said city. She
further says that at the time of the passage
of said order, she was and still is the owner
of certain real estate in said city bounded
northerly by said Lyman Street, easterly by
land of John O'Neil, southerly by land of
one Leonard, and westerly by land of
John Donahoe with a dwelling house there
on. And she alleges that by reason of said
alterations of grade, her said real estate has
been greatly injured and the value thereof
impaired, and her property otherwise dam-
aged. Yet said City Council have awarded

The City of Springfield
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her only the sum of one hundred & fifty dollars, which she says is wholly inadequate to the damage done her. She therefore prays for a jury to assess and award her damages.

Ann Kings, by Morris Copeland, her Attorney.
The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, on the second Tuesday of April in the year of our Lord, one thousand eight hundred and seventy-five, when it was ordered, that the Commissioners meet for the purpose of acting upon said petition, at the Court House in Springfield aforesaid, on Tuesday, the fourth day of May next, at ten o'clock, A.M., and that the petitioner cause a copy of said petition and this order thereon, to be served upon the City of Springfield, fourteen days at least before the said fourth day of May, that they might appear and be heard upon said petition.

And at said April meeting, to wit, on the fourth day of May, it was ordered that a warrant for a Jury be issued, and the Commissioners appointed M. B. Whitney to preside over the jury, and a warrant was duly issued requiring the Sheriff of said County or his Deputy to summon a Jury to hear and determine the matter of complaint set forth in said petition. And this petition was continued from meeting to meeting to this meeting, and now the following verdict and order is received from the Superior Court: Commonwealth of Massachusetts Hampden, ss. Superior Court March Term 1877. To the County Commissioners of the County of Hampden. In the case of Ann Kings, Petitioner for a Jury upon which a warrant was ordered by the said County Commissioners, and was issued dated May 22nd A.D. 1875, and has been returned into this Court, it is now ordered, that the verdict of the Jury be accepted. Said verdict is as follows: The jurors empanelled by Milton B. Whitney

April Meeting 1877

Jury who was appointed by the County Commissioners to preside at the Trial of said causes, on the thirtieth day of July A. D. 1875 for the purpose mentioned in the warrant in this case issued in the causes aforesaid, having been first duly sworn, and having chosen Andrew Bartholomew foreman by ballot, after carefully viewing the premises, and fully hearing the parties, estimate and apportion the amount of damage sustained by said petitioners respectively by reason of certain alterations and changes in the grade of Lyman Street as set forth in said petitions as follows viz. We apportion the damage sustained by the said Ann Hives by the cause aforesaid, at the sum of Five Hundred + Fifty dollars \$550⁰⁰.

Andrew Bartholomew Foreman

John Hooker

Orin Hickerson

Michael McDermott

Ernest Loomis

Nelson Lombard

Abigail Hastings

Samuel Smith

Wm. D. Chapin

John B. Cogges

Alvin Sibley

Ethel C. Ely

Attest: Robert O. Morris Clerk.

And now it is ordered by said Commissioners that said verdict and adjudication be recorded, and that the said Ann Hives recover judgment against the said City of Springfield for the sum of six hundred and twelve dollars and ninety eight cents damages, and costs of suit, taxed at one hundred and thirty eight dollars and twenty four cents.

Warrant of Executions if June 14th 1877

To the County Commissioners of the County of Hampden

Margaret Doulan of the City of Springfield in said County, respectfully complains & represents that she is the owner of a certain lot of land situated on the southerly side of Sharon Street in said Springfield &

Margaret Doulan
Pet. for a Jury

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The City of Springfield
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described as follows: bounded northerly by said Sharon Street, Westerly by land of one Susan Southerly by land of one O. Brien & Easterly by land of James Donovan. That on the twenty fifth day of May A.D. 1874, the City Council of said City of Springfield, ordered a sidewalk to be laid out, established & constructed on both sides of said Sharon Street from Main Street to Chestnut Street. That in complying with & in carrying out said order & in repairing said street in connection therewith, the said City has elevated & raised said street opposite & adjoining your petitioner's said land to her great damage. And your petitioner further complains & says that she seasonably petitioned the Mayor & Aldermen of said City of Springfield to estimate & award her just compensation for her said damages, but they refused to award her any sum thereof, & being aggrieved thereby, she now prays that she may have a jury to determine the matter of this complaint & that a warrant may duly issue for that purpose.

Margaret Donlan

By Morris Hopland, her Attys.

The foregoing petition was entered at a meeting of the County Commissioners holden at said Springfield, on the fourth Tuesday of June in the year of our Lord one thousand eight hundred and seventy six, when it was ordered that the Commissioners would meet for the purpose of acting upon said petition at the Court House in Springfield on Thursday the 31st day of August next at ten o'clock A.M. and that the petitioner cause a copy of said petition and of this order thereon to be served upon the City of Springfield, fourteen days at least before the said 31st day of August, that it might appear and be heard upon said petition. And this petition was continued to the October Meeting in the year last aforesaid, when the

April Meeting 1877

respondent appeared by its attorney J. L. Soule and filed its answer to wit: The City of Springfield answering said petition says that the petitioner is not entitled to a jury to assess damages as prayed for because the expense of constructing sidewalks ordered by the City Council of said city is to be assessed on and paid by the abutters, and no part of the same may be recovered by any abutter from the City.

That the petitioner did not apply for a jury within one year after the sidewalk mentioned in said petition was ordered and established.

That no damages are recoverable for raising said street between the sidewalks, the same having been raised, as alleged in the petition in carrying out said order. And because the same does not and did not abut upon the land of the petitioner, and the raising of the same was not a matter for which she is entitled to any damages.

And this board has no jurisdiction to order a jury because the petitioner did not after the commencement and within one year after the completion of the work on said street, file her petition with the Mayor and Aldermen of said City of Springfield, for a determination of the amount of damage, if any, sustained by her by reason of the carrying out of said order for a sidewalk, and of said alleged raising of said street in repairing the same. They further say that no jury can be ordered under said petition, and that said petition is void, because it asks for a jury to assess damages caused by the execution of the order establishing said sidewalk, and to assess the damages caused by an alleged raising of the street, done in repairing the same. The said City, having now first learned that the order of notice in this case was issued by the Board of County

Commissioners constituted in part of Lawson Sibley a resident of the City of Springfield, in which Sharon Street in which the petition requests the Commissioners to act has objects that the notice was not issued by a competent tribunal. And further objects that the board as now constituted with said Lawson Sibley as one of its members, is not properly constituted to pass upon the prayer of the petition. And this petition was continued from meeting to meeting to this meeting, and now ordered that the petition be dismissed.

Daniel J. Harrington
Pet. for July
The City of Springfield
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To the County Commissioners of the County of Hampden.

Daniel J. Harrington of the City of Springfield, in the said County, respectfully complains & represents that he is the owner of a certain lot of land situated on the southerly side of Sharon Street in said Springfield & described as follows: bounded northerly by said Sharon Street, easterly by land of Bartholomew Hayes & southerly by land of one Quinn & westerly by land of George Kingston. That on the twenty-fifth day of May A.D. 1874 the City Council of said City of Springfield ordered a sidewalk to be laid out, established, & constructed on both sides of said Sharon Street, from Main Street to Chestnut Street. That in complying with & in carrying out said order, & in repairing said street in connection therewith, the City has elevated & raised said street opposite & adjoining your petitioner's said land to his great damage. And your petitioner further complains & says that he seasonably petitioned the Mayor & Aldermen of said City of Springfield to estimate & award him just compensation for his said damages but they refused to award him any sum therefor, & being aggrieved thereby, he now prays that he may have a jury to determine

April 25th 1877

the matter of this complaint & that a warrant
may duly issue therefor.

Daniel J. Harrington

By Morris & Copeland his Attys.

The foregoing petition was entered at a meeting
of the County Commissioners holden at said
Springfield on the fourth Tuesday of June in
the year of our Lord, one thousand eight hun-
dred and seventy six, when it was ordered
that the Commissioners would meet for the
purpose of acting upon said petition at the
Court House in Springfield on Thursday the
31st day of August next at ten o'clock A. M.
and that the petitioner cause a copy of said
petition and of this order thereon to be served
upon the City of Springfield, fourteen days at
least before the said 31st day of August, that
it might appear and be heard upon said
petition. And this petition was continued to
the October meeting in the year last aforesaid,
when the respondent appeared by its attorney
A. S. Soule and filed its answer to wit: That
the City of Springfield answering said pe-
tition, says that the Board has no jurisdic-
tion to order a jury, as prayed for, because
the petitioner did not after the commence-
ment, and within one year from the com-
pletion of the raising of said street file
with the Mayor and Aldermen of the City
of Springfield his petition for compensation
for any damages, sustained by him in his
property by such raising of the street. That
the petition shows that said raising of the
street was done in executing an order of the
City Council for the construction of sidewalks
thereon, the expense of which is to be paid by
the abutters, and is not recoverable by them
from the city. That no damages are recover-
able for raising the street between the side-
walks & the grade of the sidewalks. That no
jury can legally be ordered on said

petition because it asks for a jury to assess the damages caused by raising the street in executing an order for constructing sidewalks, and the damages caused by raising the street in repairing the same. The said City has now first learned that the order of notice in this case was issued by the Board of County Commissioners constituted in part of Lawson Sibley a resident of the City of Springfield, in which Sharon Street on which the petition requests the Commissioners to act lies. Objects that the notice was not issued by a competent tribunal. And further objects that the board as now constituted with said Lawson Sibley as one of its members, is not properly constituted to pass upon the prayer of the petition. And this petition was continued from meeting to meeting to this meeting, and now it is ordered that the petition be dismissed because no petition was seasonably presented to the Mayor and Aldermen.

Timothy Shea Peter
for at May
vs
The City of Springfield
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To the County Commissioners of the County of Hampden
Timothy Shea of the City of Springfield
in said County of Hampden, respectfully complains & represents that he is the owner of a certain lot of land situated on the southerly side of Sharon Street in said Springfield & described as follows: bounded northerly by said Sharon Street, easterly by land now or formerly of Michael Harrington, southerly by land formerly of John Harrington & westerly by lands of James Donovan. That on the twenty-fifth day of May A.D. 1874 the City Council of said City of Springfield ordered a sidewalk to be laid out, established & constructed on both sides of Sharon Street from Main Street to Chestnut Street. That in complying with & in carrying out said order & in repairing said street in connection therewith, the said City has elevated & raised said street opposite & adjoining your petitioner's

said land to his great damage. And your petitioner further complains & says that he reasonably petitioned the Mayor & Aldermen of said City of Springfield to estimate & award him just compensation for his said damages, but they refused to award him any sum therefor & being aggrieved thereby, he now prays that he may have a jury to determine the matter of this complaint & that a warrant may duly issue therefor.

Timothy Shea

By Morris & Copeland his Attys

The foregoing petition was introduced at a meeting of the County Commissioners holden at said Springfield, on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and seventy-six, when it was ordered, that the Commissioners would meet for the purpose of acting upon said petition, at the Court House in Springfield on Thursday the thirty-first day of August next at ten o'clock A. M. and that the petitioner cause a copy of said petition and of this order thereon to be served upon the City of Springfield, fourteen days at least before the said thirty-first day of August, that it might appear and be heard upon said petition. And this petition was continued to the October meeting in the year last aforesaid, when the respondent appeared, by its attorney A. S. Soule, and filed its answer to wit: The City of Springfield answering said petition says that the board has no jurisdiction to order a jury as prayed for because the petitioner did not after the commencement and within one year from the completion of the raising of said street file with the Mayor and Aldermen of the City of Springfield, file his petition for compensation for any damages sustained by him in his property by such raising of the street. That the petition shows that said raising of the street was done

in executing an order of the City Council for the construction of sidewalks thereon, the expense of which is to be paid by the abutters and so not recoverable by them from the City. That no damages are recoverable for raising the street between the sidewalk to the grade of the sidewalk. That no jury can legally be added on said petition, because it asks for a jury to apportion the damages caused by raising the street in executing an order for constructing sidewalks, and the damages caused by raising the street in repairing the same. The said City having now first learned that the order of notice in this case was issued by the Board of County Commissioners, constituted in part of Dawson Sibley a resident of the City of Springfield in which Sharon Street on which the petition requests the Commissioners to act lies, objects that the notice was not issued by a competent tribunal. And further objects that the Board as now constituted with said Dawson Sibley as one of its members is not properly constituted to pass upon the prayer of the petition. And this petition was continued from meeting to meeting to this meeting, and now it is ordered that the petition be dismissed, because no petition was seasonably presented to the Mayor and Aldermen.

John O'Brien Pet.
for a Jury.

The City of Springfield
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To the County Commissioners of the County of Hampden.

John O'Brien of the City of Springfield, in said County, respectfully represents that he is the owner of a certain lot of land, situated on the north side of Sharon Street in said Springfield & described as follows: bounded southerly by said Sharon Street, easterly by land of Patrick O'Brien, northerly by land now or formerly of Thomas Wise & westerly by land of Maurice Malone. That on the twenty-fifth day of May A. D. 1874 the City Council

April Meeting 1877

of said Springfield ordered a sidewalk to be laid
but established & constructed on both sides of
said Union St. from Main St. to Chest-
nut St. & he complains that in complying
with & in carrying out said order the City has
damaged & raised said street opposite & adjoining your
petitioner's said land to his great damage. And
your petitioner further complains & says that he
reasonably petitioned the Mayor & Aldermen of
said City to indemnify & award him just com-
pensation for his said damages. But they have
not awarded him any sum therefor & being
aggrieved thereby he now prays that he may
have a jury to determine the matter of this
complaint & that a warrant may duly issue
therefor. John O'Brien

By Morris & Copeland his Atty.

The foregoing petition was entered at a meeting
of the Property Commissioners holden at said
Springfield on the fourth Tuesday of June
in the year of our Lord, one thousand eight
hundred and seventy six, when it was ordered
that the Commissioners would meet for the
purpose of acting upon said petition at the
Court House in Springfield, on Tuesday the
third day of October next, at ten o'clock A. M.
and that the petitioner cause a copy of said
petition and of this order thereon to be
served upon the City of Springfield fourteen
days at least before the said third day of
October that it might appear and be heard
upon said petition. And this petition was
continued to the October meeting in the year
last aforesaid when the respondent appeared
by its attorney A. S. Gould and filed its answer
to wit: The City of Springfield for answer to
said petition says that this Board has no
jurisdiction to order a jury as prayed for
because the Petitioner did not after the com-
mencing and within one year from the
completion of the work of raising said street

file with the Mayor and Aldermen of said
 Springfield his petition for compensation for
 any damage sustained by him in his prop-
 erty by said raising of said. That the petition
 shows that the raising of the street was done
 in executing an order for the construction of
 sidewalks thereon, the expense of which is to
 be paid by the abutters, and no part of the
 same may be recovered by an abutter from
 the City. That no damages are recoverable for
 raising the street between the sidewalks to the
 grade of the sidewalks. And this petition was
 continued from meeting to meeting to this
 meeting, and now it is ordered that the petition
 be dismissed, because no petition was seasona-
 bly presented to the Mayor and Aldermen.

The Doughty Mfg Co
 et al. Pet for discontinuance
 of highway in
 Chicopee

7th

To the County Commissioners for the County
 of Hampden, Commonwealth of Massachusetts.
 Respectfully represent the Doughty
 Manufacturing Company and the Ames Man-
 ufacturing Company, each a corporation duly
 established by law and having a usual place
 of business in Chicopee, in said County of
 Hampden, that there is an old highway extend-
 ing along or near the bank of the Chicopee river,
 at the Village of Chicopee located in said Chic-
 opee, said highway beginning at or near the
 buildings of the Chicopee Iron Works and from
 thence running in an easterly direction along
 the southerly bank of said Chicopee river, to the
 northerly end of Bridge Street so called in said
 Chicopee; that the said highway is now, and
 for a long time has been, wholly unused
 for purposes of public travel and is not re-
 quired for the public convenience, and that
 the general convenience and safety of the public
 will be best served by a discontinuance of
 said highway. Wherefore your petitioners pray
 that you will cause a view to be had of the

and highway, and that you will order that
the said highway be discontinued, and will
make such further order in the premises as
shall seem to be reasonable and just
Chicopee, February 12th A. D. 1877

Thright Infy. Company

by E. F. Balch, Agt.

And Infy. Company

by A. C. Whitworth Pres.

The foregoing petition was intended at a meeting
of the County Commissioners holden at
Springfield within and for said County on
the fourth Tuesday of December in the year
of our Lord one thousand eight hundred
and seventy-six, at which meeting the Com-
missioners during a view of the premises
referred to appointed Tuesday, the tenth
day of April then next and two o'clock
in the afternoon, at the Labor House, in
Chicopee, as the time and place for viewing
the premises; and caused a copy of said
petition to be served upon the Clerk of the
Town of Chicopee, being the town within
which such discontinuance is prayed
for, thirty days at least before the time ap-
pointed for said view: And also caused
abstracts of said petition, containing the
substance thereof, to be posted in the public
places in said town; and also gave notice
to all persons interested by causing a copy
of said petition to be published three weeks
successively in the Springfield Daily Union
a newspaper published in said County,
said posting and the last publication of
said copy having been fourteen days at
least before the time appointed for said
view; and before said view was had, said
Commissioners gave notice in like manner
as described in the foregoing notice of the
petition, to all persons interested, of the
time and place for commencing said view.

And on the said tenth day of April the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition, and after considering the same, and no person interested, objecting thereto, said Commissioners did then and there adjudge and determine, that common convenience and necessity require, that so much of said highway as lies between the east line of the land of the Chicago Gas Company and the east line of the Ames Mfg Co. ought to be discontinued. No person or corporation in the opinion of the Commissioners being entitled to damages, and none being claimed, none are awarded.

Lucius F. Thayer } County
John O'Donnell } Commissioners
Morton S. Hubbard }

And this petition was continued to this meeting and now the said report is returned and accepted, and it is ordered, that said highway be discontinued.

Charles W. Alden
Pet. for a Jury.

as
The City of Springfield.

To the Honorable the County Commissioners of the County of Hampden in the Commonwealth of Massachusetts

Respectfully represents Charles W. Alden of Ludlow in said County that the City of Springfield by virtue and in execution of the power and authority on it vested, by the Legislature of said Commonwealth by an act approved May 1st 1872, and by Chapter 75 of the acts of 1873 and Chapter 208 of the acts of 1874, amandatory and additional thereto, has taken and holds large tracts of land and other real

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state for laying and maintaining aqueducts or pipes conducting or maintaining reservoirs dams and other works necessary and proper for raising forcing retaining distributing discharging and disposing of water with which to supply said City as is provided in said Act and for said purpose and by virtue of the power and authority in it vested as aforesaid and in execution of the same has taken and holds water and water rights and has constructed dams aqueducts and other works. That your petitioner is the owner of several tracts of land situate in said Milltown some of which tracts contain valuable water rights also the property of your petitioner parts of which tracts and water rights have been taken and used by said City as aforesaid whereby your petitioner is greatly damaged and put to a great loss both by the taking of said lands and water rights and the damage which has resulted to the remainder by such taking and also by the taking and using by said City for the purpose and in the manner aforesaid of lands adjoining said several tracts a description of the lands containing those which are damaged as well as those which have been taken as aforesaid and also said water rights is hereto annexed marked A B and C and is hereby made a part of this petition. Your petitioner further represents that during the month of November A D 1875 and within one year after sustaining such damages he presented to your honorable body his written petition in due form representing that he had sustained damages in the manner aforesaid that he was unable to agree with said City of Springfield upon the amount of said damages and praying that the same might be ascertained by your honorable body that thereafter and within one year previous

to the filing of this petition after a full hearing of all parties your honorable body refused to award your petitioner any damages, and your petitioner being aggrieved by the doings of your honorable body in the estimation of said damages made to your honorable on the 23rd day of September now last past his written application to have said damages settled by a jury in accordance with the provisions of said act, and thereupon on the 10th day of October now last past your honorable body ordered the issuing of a warrant for said jury, but before such warrant was issued, said order was recalled, by agreement between your petitioner and said City of Springfield, and on the 6th day of February a second order was passed by your honorable body for the issuing of such warrant - that after the making of said second order your petitioner and said City of Springfield, on or about the twentieth of said February partially fixed and agreed upon a time of hearing the matters set forth in said application before a jury, which time was to be as soon as said jury could be summoned, but at the request and for the convenience of said City of Springfield, the said hearing was again postponed, and it was then agreed by your petitioner and said City of Springfield, through their respective counsel, as your petitioner understood and believed, that by reason of the near approach of the March term of the Superior Court which would render it inconvenient for said counsel to attend said hearing, and by reason of the grounds being covered by snow which rendered an inconvenient and unsuitable time for such jury to make the necessary view, the matter of said application and of the order thereon might remain without any further action being taken thereunder, without any prejudice to your petitioner until such time as might be suitable and convenient to proceed with

April Meeting 1877

and having or might either your petitioners or
and City of Springfield should desire to have said
hearing take place, and thereupon your petitioner
relying in good faith upon his understanding
of the said agreement, and without intending
to waive or abandon his right to have the mat-
ter of his said damages settled by a jury has
never called for a warrant under the order of
your honorable body, and no such warrant
has ever been issued. Wherefore more than three
months having expired since the ordering of said
jury, and less than one year having expired
since the assessment of said damages by your
honorable body as aforesaid, your petitioner be-
ing aggrieved by the doing of your honorable
body in the estimation of said damages,
humbly prays that a new order may be passed
that he may have said damages settled by
a jury. Dated June 5th 1877

Charles W Alden

By L. L. Gardner, his Atty.

Description of

A tract containing about 120 acres bounded
and described as follows: Beginning on the
south side of the Highway leading from
Dudlow to Bondsville at corner of fence near
a school house being the North West corner
of said tract. Thence Easterly on said highway
about 100 rods to the Belchertown line. Thence
Southerly on said Belchertown line about 250
rods to land of Alexander Whitney. Thence
Westerly on land of said Whitney 45 rods to
land of Edward Stewart. Thence Northerly
on land of said Stewart and Oseamus Alden
8 1/2 rods to said Alden's North East corner.
Thence Westerly on said Alden's land about
90 rods to land of Merrill W Alden. Thence
Northerly on land of Merrill W about 90 rods.
Thence Westerly on said land about 11 rods
Thence North Westerly on same land about
27 rods to the highway. Thence Northerly on

said highway about 48 rods to the place of beginning.

Description B

A tract consisting of about 13 1/2 acres bounded and described as follows. Beginning at the South West corner of land of Jure Whitney. Thence North-
 uly on said Whitney about 14 rods to land ad-
 jacent to the City of Springfield by Charles W. Alden.
 Thence West-ly on land of said City about 40
 rods. Thence North-ly on said City's land about
 50 rods to land of Sikes Brothers and Alden. Thence
 West-ly on said last named land 14 rods. Thence
 South-ly on same land about 70 rods. Thence
 East-ly on same land and land of Samuel W.
 Alden about 61 rods to place of beginning.

Description C

One undivided half in common with D. W. Sikes
 and F. H. Sikes (1/2 each) of a tract containing about
 12 acres bounded and described as follows. Begin-
 ning at the North West corner of land of Samuel
 W. Alden. Thence South-ly on said Samuel W. land
 about 40 rods to land of Silas Billings. Thence
 West-ly on said Billings land 26 rods to land
 of the City of Springfield. Thence North-ly on
 said City's land 70 rods. Thence East-ly on
 same land 12 rods. Thence North East-ly on
 same land 15 rods. Thence South-ly on same
 land 18 rods to land of Charles W. Alden. Thence
 West-ly on said Alden's land 14 rods to his
 North West corner. Thence South-ly on said
 Alden's land 60 rods to his South West corner.
 Thence East-ly on said Alden's land 16 rods
 to the place of beginning.

The foregoing petition is entered at this meeting
 and upon it is ordered that said petition be
 dismissed.

County Tax
 assessed

In conformity with a resolve of the General Court
 passed at their present session March 28th 1877 granting
 a tax of eighty thousand dollars (\$80,000) for the

April Meeting 1877

County of Hampden. the same is apportioned upon the several cities and towns in said County in the manner following:

Agawam	1317.40	Montgomery	148.65
Blandford	427.40	Palmer	1932.63
Brimfield	613.23	Russell	427.41
Chester	576.06	Southwick	650.40
Chicopee	6002.33	Springfield	40938.55
Granville	445.98	Tolland	341.57
Holland	130.07	Wales	464.56
Holyoke	10703.85	Westfield	7377.48
Longmeadow	1412.31	West Springfield	3084.78
Dudlow	576.06	Wilbraham	1032.06
Monson	1505.22		

And warrants have been issued dated April tenth, eighteen hundred and seventy-seven, directed to the Selectmen or Assessors of the several towns and cities in said County, directing them to apportion the same upon the inhabitants of their respective towns and cities, and requiring their Collectors or Constables to collect the same, and pay the same to My Wells Bridge Esquire, County Treasurer, or his successor or order, by the last day of August ensuing, as the law directs.

Commonwealth of Massachusetts

Hampden, ss.

County Commissioners Meeting June 14 A.D. 1877.

In the matter of the petition of the Mayor & Aldermen of the City of Springfield in said County and the Directors of the New York, New Haven & Hartford Rail Road Company for the alteration of the crossing of said Rail Road with Bridge St. in said City of Springfield, finished at the Oct. meeting 1876. It now appearing that in the report of said Commissioners prescribing the manner and limits which such alteration

Mayor & Aldermen of Springfield et al. for alteration of crossing of the New York, New Haven and Hartford Rail Road Company at Bridge St. See folio 204

should be made, by mistake two errors were made, 1st by inserting the word West at the beginning of the seventh line on the fifth page instead of East. 2nd by inserting the following words upon the fifth page of said report to wit: "Without disturbing the present grade of the curbing on the West side of the road." We therefore amend our said report by substituting the word East instead of West in the seventh line of the fifth page, and strike out (without disturbing the present grade of the curbing on the West side of the road.)

Lucus S. Thayer } County
John O'Donnell } Commissioners
Solomon C. Spellman }

Land Damages

\$250.00

The following person is allowed the following sum against his name for damages to land taken for highways on petition of David S. Northway, and the same is ordered to be paid from the County Treasury.

To A. L. Hayden on Petition of David S. Northway \$250.00

County Treasurer
authorized to borrow
\$75,000 for the North
End Bridge.

Voted: That M. Wells Bridge, Treasurer, do and is hereby authorized and in the name of the County of Hampden, to borrow of the Third National Bank a sum of money not exceeding seventy five thousand dollars, the said sum to be borrowed from time to time as may be necessary to be used on account of the North End Bridge. The said Treasurer is also authorized to give the notes of the County for the money borrowed as aforesaid.

County Treasurer
authorized to borrow
\$25,000

Ordered: That the County Treasurer be authorized and empowered to borrow of the Third National Bank of Springfield, Massachusetts, for and in behalf of said County, and in anticipation of the County Tax, such sum or sums of money as may be necessary, and to execute and deliver note or notes therefor.

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not exceeding however in all, the sum of twenty thousand dollars.

The County Commissioners, having viewed and carefully examined throughout the highway in Granville, located and ordered upon the petition of David N. Northway, and having found the same well made, constructed and completed, according to the order of the Commissioners thereon, the same is by them accepted.

Acceptance of Highway
upon the petition
of David N.
Northway

Commonwealth of Massachusetts

Hampden.

Division of County
into Medical
Districts

At a meeting of the County Commission
of the County of Hampden, holden at Springfield,
within and for said County on the fifth day
of June, in the year of our Lord one thousand
eight hundred and seventy seven. It is
ordered that the County of Hampden be divided
into the following districts for the appointment
of Medical Examiners under the provisions of
Chapter 200 of the Statutes of this Commonwealth
for the year 1877.

1st The towns of Brimfield, Holland, Palmer,
Ware, and Wales.

2^d The City of Springfield, and the towns of
Agawam, Chicopee, Longmeadow, Ludlow, West
Springfield, and Wilbraham.

3^d The City of Holyoke

4th The towns of Blandford, Chester, Granville,
Montgomery, Russell, Southwick, Tolland and
Westfield.

Lucius F. Thayer }
John O'Donnell } County
Newton S. Hubbard } Commissioners

Sundry accounts being now presented are allowed
amounting to the sum of six thousand five
hundred sixty three dollars and thirty two cents

Accounts
\$6563.32

and the same are ordered to be paid from the County Treasury.

\$34299.71

Indy accounts for the construction of the North End Bridge laid out under the provisions of Chapter 131 of the acts of the year 1872 amounting to the sum of thirty four thousand two hundred ninety nine dollars and seventy one cents are allowed and ordered to be paid from the County Treasury.

Kamfiden, w. June 19, 1877

Judgment is entered up according to reports and all matters not acted upon are ordered to be continued, and this meeting is adjourned without day.

Attest

Robert O Morris Clerk

Lower Meeting 1873

Commonwealth of Massachusetts.
Hampden.

At a meeting of the County Commissioners
begun and holden at Springfield, within and for
the County of Hampden, on the fourth Tuesday of June,
being the twenty sixth day of said month, and by
adjournment on the seventeenth day of July, on the
first, twenty first & twenty eighth days of August,
on the fourth, seventeenth & twenty fifth days of
September, in the year of our Lord one thousand
eight hundred and seventy-seven.

Present Lucius F. Thayer (Esquire)
John O'Donnell } County
Newton S. Hubbard } Commissioners

To the County Commissioners of the County of W. L. Bryant et al.
Hampden. Also for a new highway
in Chester

Your petitioners inhabitants of the town
of Chester, would respectfully represent that the
public convenience and wants require that a
Road and highway, should be laid out and
constructed, beginning at the County Road near
the store of E. W. & Co in said Chester and leading
in a Southerly direction to a point near the house
of George W. Ayers, thence in an Easterly direction
crossing under the tracks of the Boston and Albany
Rail Road Company to a point near the Barn of
Norman S. Lucas on the Patch so called, thence in
an Easterly direction connecting with the Road near
the house of John Dunn. That the Selectmen of
said town have unreasonably refused to lay out
said Road and that your petitioners are aggrieved
at said refusal. Your petitioners would therefore
ask that your Honors would view the premises
and locate and construct said Road and highway
according to the laws in such cases made and
provided, and as in duty bound your petitioners
will ever pray.

Chester Dec. 10th 1873.

W. L. Bryant et al.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the fourth Tuesday of December, in the year of our Lord one thousand eight hundred and seventy three, at which meeting the Commissioners appointed a place and time for a view of the premises, and directed notice of the same to be given; and said petition was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed.

The Hampden Paint & Chemical Co. Pet. for a Jury

The City of Springfield
37

To the County Commissioners of Hampden County.
Respectfully represents your Petitioner the Hampden Paint and Chemical Company of Springfield, Massachusetts, that it is the owner of a tract of land situated in Springfield in said County, bounded Southerly by Spring Street; Westerly by land of the Boston and Albany Rail Road Company; Northerly by land of H. W. Phelps and another and Easterly by land of George A. Kibbe or however else said land may be bounded and described. That the Board of Aldermen of the City of Springfield aforesaid, on the 21st day of June A. D. 1875 ordered a sewer to be constructed over and upon your petitioners said land, which sewer has been built and on the same day awarded your petitioner damages occasioned to it by reason thereof. And your petitioner avers that he is aggrieved by the doings of said Board in its award to your petitioner of damages as aforesaid. And prays that after due proceeding had in the premises a Jury may be summoned to ascertain and determine the amount of the damages to said land by the location and construction of said sewer.

Hampden Paint & Chem Co. By its Attorneys
Richard Wells.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the second Tuesday of April, in the year of our Lord one thousand eight hundred and seventy six, when it was ordered that the

June Meeting 1877

Commissioners would meet for the purpose of acting upon said petition at the Court House in Springfield on Monday the thirty first day of July next at ten o'clock A.M. and that the petitioner cause a copy of said petition and of this order thereon to be served upon the said Board of Aldermen fourteen days at least before the said thirty first day of July, that they might appear and be heard upon said petition. And this petition was continued from meeting to meeting, to the meeting holden for said County on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and seventy six, and by adjournment on the twentieth day of March, in the year of our Lord, one thousand eight hundred and seventy seven, at which meeting it was ordered that a warrant for a jury be issued, and a warrant was duly issued requiring the Sheriff of said County or his Deputy to summon a jury to hear and determine the matter of complaint set forth in said petition. And this petition was continued from meeting to meeting to this meeting, and now the following verdict and order is received from the Superior Court: - Commonwealth of Massachusetts, Hampden Co. Superior Court June Term 1877 To the County Commissioners of the County of Hampden. In the case of the Hampden Paint and Chemical Company and another petitioners for a jury upon which a warrant was ordered by the said County Commissioners, and was issued dated March 20th 1877 and has been returned into this Court, it is now ordered that the verdict of the jury be accepted. Said verdict is as follows. The jurors empanelled by S. M. Bradley Sheriff of the County of Hampden on the eighth day of June A.D. 1877, for the purpose mentioned in the warrant in this case issued on the petitions of the said Hampden Paint and Chemical Company and Horace Ribbee, against the Inhabitants of the City of Springfield, having been first duly sworn and having chosen Able H. Atkins

freeman by ballot, after carefully viewing the premises and fully hearing the parties, estimate and assess the amount of our damages sustained by the said petitioners by reason of the construction of a sewer through the lands of said petitioners at the sum of _____ and Paint and Chemical Company, and the sum of _____ to Horace Bibber, as a just and reasonable compensation for all damages sustained by said petitioners.

Abel H. Walker Foreman

Emerson Tice

James E. Chapman

Marshall Pease

Myron Kells

R. H. Barry

Wm. L. Eaton

Samuel Reynolds

Henry Pease

Robert F. Moody

Justin Spradling

Attest: Robert O. Morris Clerk of Superior Court
And now it is ordered by said Commissioners that said verdict and adjudication be recorded.

James Doyle Atty for
apts of said

The City of Kaysville
Vs

To the County Commissioners of the County of Kaufman
Your petitioner, James Doyle, of Kaysville,
in said County, respectfully represents, that he was
the owner of certain real estate situated in said
Kaysville, bounded as follows. Beginning at the Northern
side of the highway leading from Fairfield, at the
point of intersection with the buck hill road, so
called, and running Easterly by the highway to the
point where the Northern shore of the pond strikes
the Northern line of the highway, at the landing
so called, thence running Westerly on the margin
of the pond to the outlet of the same at the road,
thence Southerly by the road to the place of beginning,
containing about twenty six acres more or less. That
the City of Kaysville, in said County, by their board of
Water Commissioners, acting under the provisions of
Chapter 62 of the Acts of the Legislature of this Com-
monwealth for the year 1872, did take said described
lands of your petitioner. That your petitioner is
greatly injured in his property by the acts of said

city, and failing to agree with said city as to the amount of damages, asks that they be assessed and determined by your Honorable board.

James Doyle

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and seventy-six, when it was ordered that the Commissioners meet for the purpose of acting upon said petition, at the Holyoke House, in Holyoke aforesaid, on Tuesday, the seventeenth day of October next, at ten o'clock A.M. and that the petitioner cause a copy of said petition and this order thereon to be served upon the City of Holyoke, fourteen days at least before the said seventeenth day of October, that they might appear and be heard upon said petition. And this petition was continued from meeting to meeting to this meeting, and now, after a hearing, it is ordered that said petition be dismissed.

To the Honorable Board of County Commissioners of the County of Hampden.

Selectmen of Southwick
Petn for discontinuance
of highway in Southwick
73

The inhabitants of the town of Southwick at a special meeting held November 28th 1876, instructed the Selectmen to petition your honorable board to discontinue that part of the old road, west of the house of the late John Clifford, and intersecting with the new road, east of the house of L. E. Hunt. We therefore pray that you will discontinue said road at your earliest convenience.

Southwick Dec 2^d 1876

A. J. Forward } Selectmen
J. L. Black }
E. Gilbert } Southwick

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield.

within and for said County, on the first Tuesday
 of October in the year of our Lord one thousand eight
 hundred and seventy five. At which meeting the
 Commissioners deciding a view of the premises expedient
 appointed Tuesday, the twelfth day of June, then
 next and 10 1/2 o'clock in the forenoon, at Hunt's Hotel,
 in Southwick, as the time and place for viewing the
 premises, and caused a copy of said petition to be served
 upon the clerk of the town of Southwick, being the town
 within which such discontinuance is prayed for,
 thirty days at least before the time appointed for
 said view; and also caused abstracts of said peti-
 tion, containing the substance thereof, to be posted in
 two public places in said town, and also gave no-
 tice to all persons interested by causing a copy of
 said petition to be published three weeks successively
 in the Western Hampden Times and News Letter, a
 newspaper published in said County, said posting
 and the last publication of said copy having been
 fourteen days at least before the time appointed for
 said view; and before said view was had, said
 Commissioners gave notice in like manner as directed
 in the foregoing notice of the petition, to all persons in-
 terested, of the time and place for commencing said
 view And on the said twelfth day of June, the
 Commissioners met at the time and place appointed,
 and proceeded to view the premises, and having
 viewed the same the Commissioners then determined
 to hear the parties at the same time of said view,
 and having heard the parties, said Commissioners then
 proceeded to consider and adjudicate upon the prayer
 of said petition, and after considering the same, and
 no person interested objecting thereto, said Commis-
 sioners did then and there adjudge and determine that
 common convenience and necessity require the discon-
 tinuance of all that portion of the road lying between
 the west side of the barn belonging to the premises
 formerly owned and occupied by John Lifford and
 now owned by Albert S. Hayden; and the new road
 built by order of the County Commissioners in the
 year eighteen hundred and seventy five. No person

June Meeting 1877

a corporation in the opinion of the Commissioners being entitled to damages, none are awarded. Norton & Hubbard, County Commissioners, being unable to attend, S. L. Spillman, Special Commissioner, was called in and acted in his stead.

Lucius F. Thayer }
John O'Donnell } County
S. L. Spillman Special } Commissioners.

And this petition was continued to this meeting, and now the said report is returned and accepted, and it is ordered that said highway be discontinued.

To the County Commissioners of the County of Hampden

B. B. Koonis et al Petrs
for alteration of highway
in Southwick

We the undersigned inhabitants of the town of Southwick represent that the road leading from the Connecticut State line through the village of Southwick to the Westfield line known as the Samsbury road is crooked out of repair and without improvements in some places. Your petitioners would therefore ask that your Honors would view said road and new locate straighten and monument the same as in such cases made and provided for by law, and as in duty bound your petitioners will ever pray.

Southwick Mass Nov. 27 1876.

B. B. Koonis & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the first Tuesday of October in the year of our Lord one thousand eight hundred and seventy six, at which meeting the Commissioners, deeming a view of the premises expedient, appointed Tuesday, the twelfth day of June, then next and 10 o'clock in the forenoon, at Kox's Hotel, in Southwick as the time and place for viewing the premises and caused a copy of said petition to be served upon the clerk of the Town of Southwick, being the town within

which such alteration is prayed for, thirty days at least before the time appointed for said view, and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town, and also gave notice to all persons interested, by causing a copy of said petition to be published three weeks successively in the Western Randolph Times and News Letter, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view, and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said twelfth day of June, the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view, and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity requires that the prayer of the petition be granted, the further consideration of the matter was then continued to the next regular meeting and so from meeting to meeting until this meeting, Sept 4th 1877, and at the time of the view, no person interested objecting, the Commissioners do proceed to locate said alteration as follows. Beginning at a stone monument Southwesterly of the house formerly owned and occupied by Sardis Fowler, thence N 75° E 444 ft to a stone monument on the east side of the road, said monument being on the line of the North side of the road running westerly past the house of J. B. Loomis, the road at this point being 50 1/2 ft wide, thence same course 102 ft to a point 82 ft from the south west corner and in line with the south side of Mrs. Hitchcock's house. No person or corporation in the opinion of

June 2nd 1877

In Commissioners being entitled to damages and
now being claimed. None are awarded. Newton S.
Kabbard, County Commissioner being unable to
attend, S. C. Spillman, Special Commissioner, was
called in and acted in his stead.

Lucius F. Thayer }
John O. Drayton } County
S. C. Spillman Special } Commissioners

All of which by the report of said Commissioners
filed among the proceedings on the aforesaid peti-
tion fully appears. And now the said report being
read and considered is accepted and the road
established as and for a public highway.

To the Honorable the County Commissioners of the County of Hampden.

Oreanus Alden of Ludlow
in said County respectfully represents that he
was the owner of certain Real in said Ludlow
bounded North by land of Russell Alden and
Wesley Alden. Easterly by land of said Wesley
Alden, Edward Stewart and Alexander Whitney.
South by land of said Whitney and West by the
highway and land of said Stewart on which
was situated a valuable water power, mill dam
flume &c. Also that he was the owner of one other
tract of land in said Ludlow bounded North
by land of Orrin Walker East by land of one
Morgan, South by land of said Morgan, Orrin
Walker, and West by land formerly of one Sykes
and of one Bennett, that the city of Springfield in
said County by its board of Water Commissioners
acting under the provisions of Chapter 75 of the acts
of the Legislature of this Commonwealth for the
year 1873, and Chapter 208 of the acts of 1874, did
enter in & upon the last named tract and did
take a part thereof for the purposes named in
said acts, that said city of Springfield acting as aforesaid
and did take the waters of Broad Brook and all
waters that were accustomed to flow through the

Oreanus Alden Sdr.
for a Jury

The City of Springfield
82.

same for the purposes in said acts described, which
waters flowed through the first described tract of
land and supplied your petitioner's mill with
power and were the only source of the power thereof
& by said taking has entirely deprived your petitioner
of the means of running & operating his said mill.
Your petitioner further represents that being unable
to agree with said city upon the damages sustained
by said taking he made application to your honorable
Board to assess and award the same and that there-
upon an assessment and award was made by your
said board and that your petitioner is aggrieved
thereby. Wherefore he prays that a warrant may be
issued to summon a jury to determine & award his
damages for the aforesaid acts of said city.

Oreamus Alden

By Thomas Throston & Son his Attys.

The foregoing petition was entered at a meeting of
the County Commissioners holden at Springfield, within
and for said County, on the fourth Tuesday of Decem-
ber in the year of our Lord one thousand eight hun-
dred and seventy-six, when it was ordered that the
Commissioners should meet for the purpose of acting
upon said petition, at the Court House in Spring-
field, on Tuesday the tenth day of April next at ten
o'clock A.M. and that the petitioner cause a copy
of said petition and of this order thereon to be served
upon the City of Springfield, fourteen days at least
before the said tenth day of April, that it might
appear and be heard upon said petition. And
this petition was continued to the meeting holden for
said County on the second Tuesday of April, and
by adjournment on the first day of May, at which
meeting it was ordered that a warrant for a jury
be issued, and a warrant was duly issued requiring
the Sheriff of said County or his Deputy to summon
a jury to hear and determine the matter of complaint
set forth in said petition. And this petition was
continued to this meeting and now the following
dictum and order is received from the Superior Court
Commonwealth of Massachusetts Hampden Superior

June Meeting 1877

June Term 1877 To the County Commissioners of the County of Hampshire In the case of Oreganus Alden petitioner for a jury, upon which a warrant was issued by the said County Commissioners, and was issued dated May 1st 1877, and has been returned into the Court, it is now ordered that the verdict of the Jury be accepted. Said verdict is as follows: The jury empanelled by A. M. Bradley Sheriff of the County of Hampshire, on the fifth day of June A. D. 1877, for the purpose mentioned in the warrant in this case, issued on the petition of the said Oreganus Alden, against the Inhabitants of the City of Springfield, having been first duly sworn, and having chosen Joseph P. Buckingham foreman by ballot, after carefully viewing the premises, and fully hearing the parties estimate and assess the amount of damages sustained by the said petitioner by reason of the construction of a canal through his land and the taking of the water of Broad brook from his mill at the sum of thirty five hundred and twenty five dollars in gross, which is a just and reasonable compensation for all the damages by the said petitioner.

J. P. Buckingham Foreman

E. B. Bates

T. J. Flanagan

Wm. Kanan

Cyrus Moore

James Crother

Attest R. C. Morris Clerk of Superior Court.

And now it is ordered by said Commissioners that said verdict and adjudication be recorded.

Eugene Shuster

J. J. Hayes

Phineas Knowlton

L. F. Smith

John A. Scham

R. A. Bruleigh

To the County Commissioners of the County of Hampshire.

The undersigned Selectmen of the town of Blandford in said County respectfully represent that the public convenience & necessity require that a portion of the highway between the dwelling houses

The Selectmen of Blandford Petn for alterations & discontinuance of highway in Blandford
R. S.

of Seymour & Noy and Lewis Johnson should be
indented, & that that portion of the old highway be-
tween the dwelling house of Watson & Gise & the junction
of the new highway near the Ash Brook Bridge
be discontinued. We therefore ask your Hon. Board to
view the premises at your earliest convenience & widen
& discontinue as aforesaid.

Blandford April 2nd 1877

Seymour & Noy } Selectmen
Lewis Johnson }
James W. Noy }
James J. Lloyd } Blandford

The foregoing petition was entered at a meeting of
the County Commissioners holden at Springfield,
within and for said County, on the second Tuesday
of April in the year of our Lord one thousand eight
hundred and seventy seven, at which meeting the
Commissioners, deeming a view of the premises expedient,
appointed Tuesday, the fifteenth day of May then next
and 11^{1/2} o'clock in the forenoon, at the house of
Seymour & Noy in Blandford, as the time and place
for viewing the premises, and caused a copy of said
petition to be served upon the clerk of the town of
Blandford, being the town within which such alter-
ation and discontinuance are prayed for, thirty days
at least before the time appointed for said view, and
also caused abstracts of said petition, containing the
substance thereof, to be posted in two public places
in said town, and also gave notice to all persons
interested by causing a copy of said petition to be
published three weeks successively in the Western
Camden Times and News Letter, a newspaper pub-
lished in said County, said posting and the last
publication of said copy having been fourteen days
at least before the time appointed for said view,
and before said view was had, said Commissioners
gave notice in like manner as described in the
foregoing notice of the petition, to all persons interested,
of the time and place for commencing said view.
And on the said fifteenth day of May, the Commis-
sioners met at the time and place appointed, and
proceeded to view the premises, and having viewed

June Meeting 1877

the same the Commissioners then determined to hear the parties at the same time of said views, and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity require that the prayer of the petition be granted. The matter was then continued to the next regular adjourned meeting and so from meeting to meeting until this meeting held on the 17th day of September A. D. 1877. And at the time of the same, no person interested objecting thereto, the Commissioners do now proceed to locate said highway as follows. Commencing at a stone monument standing on, or near the line between Noah B. and Reuben R. Nye's lands, then running North sixty three degrees West, one hundred and eighty feet to a stone, the highway for this course and distance is sixty feet wide at the commencement and narrows to fifty five feet wide at the end. Then North two degrees West ninety four feet to a stone. Then North seventy and a half degrees West, two hundred seventy five and a half feet to a marked Maple tree. Then North twenty seven degrees West one hundred and fifty feet to a marked Elm tree, the location for the last three courses and distances is fifty five feet wide. Then North forty two degrees West one hundred and fifty five feet to a stone monument standing on the Easterly side of the highway which passes on the Easterly side of R. R. Nye's dwelling house, located on petition of Robt Parks & others, the highway for the last course and distance is fifty five feet wide at the commencement and narrows to fifty feet wide at the end. The lines are run, & the bounds set, on the Northerly or right hand side of the highway which is her land of R. R. Nye, the old highway. The variation of the Needle is $9^{\circ}50'$ West. And the Commissioners do further order that a portion of the old highway

lying between the dwelling house of Watson E. Gorse and the junction of the new highway near the Potash Brook Bridge be discontinued. The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon consider and adjudge that the sum of fifty dollars to be paid to Hyman L. Ayer \$50 all in full compensation for all damages he will sustain in consequence of the aforesaid location. The owners of land are allowed until the first day of October, A.D. 1877 to remove their timber, trees and fences. And it is directed by the County Commissioners that the said town of Blandford cause the foregoing location to be made and completed to their acceptance on or before the first day of November A.D. 1877.

Lucius F. Thayer
John O'Donnell
Newton S. Hubbard } County Commissioners.

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as and for a public highway.

R. Noble et al. Petrs.
for a new highway between
Westfield and Montgomery
91

To the County Commissioners of the County of Hampden.
We the undersigned inhabitants of the town of Westfield respectfully represent that the public convenience and necessity require the laying out and construction of a road from the town line between the towns of Westfield and Montgomery, beginning at the town line at a point just below the lower or distributing reservoir of the Westfield water works thence running westerly crossing the brook and connecting with the old Montgomery road running past the house of Edward Bowles, or any other route that may seem to you most expedient for connecting the road at the town line with the road leading to the upper reservoir. Your petitioners would therefore ask your Honors to

now said premises and make such order as will open a public highway between the town line & the upper reservoir, and as our duty bound your petitioners will ever pray.

Westfield, Jan 13th 1877

L. Noble & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the second Tuesday of April, in the year of our Lord one thousand eight hundred and seventy seven, at which meeting the Commissioners, desiring a view of the premises described, appointed Tuesday, the seventeenth day of July, then next and 10 o'clock in the forenoon, at the Lower Reservoir of the Westfield Water Works, in Montgomery, as the time and place for viewing the premises, and caused a copy of said petition to be served upon the clerk of the town of Montgomery, being the town within which such location is prayed for, thirty days at least before the time appointed for said view, and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town, and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view, and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said seventeenth day of July, the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same, the parties were heard, and after the hearing, said Commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did adjudge that the common convenience and

necessity require that the prayer of the petition should be granted, and after adjudicating as aforesaid, said Commissioners appointed Tuesday the twenty first day of August then next and 10¹/₂ o'clock in the forenoon, at the Lower Reservoir of the Westfield Water Works, in said Montgomery, as the time and place when and where they would meet and proceed to locate as aforesaid, and the said Commissioners having given notice of the adjudication and the time and place appointed for said location, in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said twenty first day of August met and proceeded to locate as follows, commencing at a point on the Westfield and Montgomery line one rod North of a stone monument in said line, thence N. 44¹/₂° W. 130 ft thence North 32¹/₂° W. 110 ft thence N. 27¹/₄° W. 70 ft thence N. 58° W. 87 ft thence N. 61° W. 36 ft thence S. 87° E. 57 ft thence N. 22¹/₄° W. 230 ft. the above courses and distances are for the North side or line of road, and is laid to this point 3 rods wide; from the last named point, one branch road to be constructed, running N. 9¹/₂° W. 88 ft or to the intersection of the old Montgomery road, and one branch running S. 88¹/₂° W. 74 ft or to the intersection of the same road as North branch, each of said branches to be 3 rods wide, and all of the location to be upon land belonging to the town of Westfield. To be one bridge, 20 ft long and 16 ft wide, constructed across Pichessie brook, with stone abutments 5¹/₂ ft high above the bed of the brook, said bridge to be of strength sufficient to carry the heaviest loaded teams. The road to be graded 18 ft wide to conform to the general surface of the ground, but at no point to be below the grade of the bridge. All large stone or rocks to be covered or removed, as may be necessary in order to construct a good road. And it is ordered by the County Commissioners, that the town of Montgomery cause the foregoing location of highway to be

made and completed to the acceptance of the County Commissioners on or before the first day of November A D 1877. And it is ordered that after the completion of said highway to the acceptance of the County Commissioners, that the sum of one hundred dollars be paid to the town of Montgomerie, out of the County Treasury, as part of the expenses incurred in laying out said highway. No persons or corporations appearing to claim damages, and in the opinion of the Commissioners, none being entitled to damages, none are awarded. Rufus F. Thayer, County Commissioner, being disqualified to act. S. B. Spellman, Special Commissioner, was called in and acted in his stead.

Newton S. Hubbard }
John O'Donnell } County
S. B. Spellman Special } Commissioners

All of which by the report of said Commissioners is filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted, and the road established as and for a public highway.

Voted, That Mr. John Bridge County Treasurer be and he is hereby directed and authorized in the name of the County of Hampden to borrow of the Third National Bank of Springfield, the sum of Three Thousand six hundred and no Dollars, to be used on account of the North End Bridge (being the amount of discounts & interest paid on that account to date) and said Treasurer is also authorized to give note of said County for the money borrowed as aforesaid, payable on demand with interest semi annually at the rate of five per cent per annum.

County Treasurer
authorized to borrow
\$3600.75

Voted, That Mr. John Bridge County Treasurer be and he is hereby directed and authorized in the name of the County of Hampden to borrow of the

County Treasurer
authorized to borrow
\$75000

Third National Bank of Springfield the sum of twenty five thousand dollars to be used on account of the North end Bridge and said Treasurer is also authorized to give notes of said County for the money borrowed as aforesaid payable on demand with interest cum annually at the rate of five per cent per annum.

Accounts

4P.89

The Commissioners have audited the accounts of the Medical Examiners for view and examinations of the dead bodies of strangers and certified to the Treasurer of the Commonwealth thus thereon amounting to the sum of forty eight dollars and eighty cents.

Lands Damages

The following townships are allowed the sum set against their names for damages to lands for highways amounting to the sum of two hundred and eighty five dollars and the same are ordered to be paid from the County Treasury

Town of Rye

\$250.00

Island Park

35.00

Accounts

5135.01

Sundry accounts being now presented are allowed amounting to the sum of five thousand thirty five dollars and one cent and the same are ordered to be paid from the County Treasury.

25527.27

Sundry accounts for the construction of the North End Bridge laid out under the provisions of Chapter 130 of the acts of the year 1872 amounting to the sum of twenty five thousand five hundred twenty seven dollars and twenty seven cents are allowed and ordered to be paid from the County Treasury.

Hampden, September 25, 1877

Judgment is entered up according to reports &c. and all matters not acted upon are ordered to be continued and this meeting

June Meeting 1877

is adjourned without day
Attest.

Robert O'Mon's Clerk

Commonwealth of Massachusetts.
 Hampden, ss.

At a meeting of the County Commissioners
 was begun and holden at Springfield within and
 for the said County of Hampden, on the first
 Tuesday of October being the second day of said
 month and by adjournment on the eighth day
 of said month on the thirtieth day of said month
 to the thirty first day of said month, on the eighth
 day of November, on the third day of December in
 the year of our Lord one thousand eight hundred
 and seventy seven.

Present R. F. Thayer Chairman

John O'Donnell

Newton L. Hubbard

} County

} Commissioners.

Dr. H. Baldwin et al.

Petn for a new highway

and bridge between Spring

field and West Springfield.

31

To the County Commissioners of the County of Hampden.

The undersigned respectfully represent that the pub-
 lic convenience and necessity require that a highway
 and bridge with suitable approaches thereto, across
 the Connecticut River from the eastern end of the
 Common in West Springfield to some point in
 Springfield opposite thereto, and a public highway to
 connect the said bridge with the Plainfield Road, as
 called, in Springfield, should be laid out and
 constructed. Your petitioners therefore pray that your
 Honorable Board will view the premises and pursuant
 to the provisions of an Act of the Legislature of Massa-
 chusetts, approved March 23, 1872, lay out and con-
 struct said highway and bridge, as the public
 convenience and necessity require.

West Springfield, April 19, 1875.

Dr. H. Baldwin & others.

The foregoing petition was entered at a meeting of the
 County Commissioners holden at Springfield, within and
 for said County, on the fourth Tuesday of June in
 the year of our Lord one thousand eight hundred
 and seventy-five, at which meeting the Commissioners
 deeming a view of the premises expedient, appointed
 Tuesday, the fifth day of October then next and nine

October Meeting 1877

retreat in the forenoon, at the Court House, in Springfield, as the time and place for hearing the parties interested: and also gave notice to all persons interested by causing a copy of said petition to be published for successive weeks in the Springfield Daily Republican, a newspaper published in said County. And on the said fifth day of October the Commissioners met the parties at the time and place appointed, and having continued the case to the sixth day of December then met and so from meeting to meeting until the sixth day of May A. D. 1878, when having fully heard the parties said Commissioners proceeded to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did adjudge that public convenience and necessity require that the prayer of the petition should be granted, and after adjudicating as aforesaid, said Commissioners appointed a time and place when and where they would meet, and proceed to locate said bridge and lay out and establish said highway and the said Commissioners having given due notice of the adjudication and the time and place appointed for said location and laying out met and proceeded to locate as follows: Commencing at a point 15 feet Southwesterly of a copper wire located in top of backwall near face about 25 feet Southwesterly of center of Bridge at the Easterly end of North End Bridge and at right angles to line of said Bridge thence running North & by - 45 min East about 1141 feet to a point 131 feet Westerly of a stone monument set at the intersection of the above described line produced and the Westerly line of Plainfield Street thence turning to the right or South Easterly and running 121 feet to a point 81 feet Southwesterly of the point before described at the intersection of Plainfield Street thence Southwesterly to a monument at an angle in Plainfield Street and 245 $\frac{1}{2}$ feet Southwesterly of monument before described at intersection of Plainfield Street. The above description is for the Southwesterly and Westerly

line. The Northwesterly line commences at a point 65 ft. Northwesterly of the corner where the top of Backwell Bridge (road 24 ft wide) and runs North 61 deg 45 min. East parallel with first corner above described, to the Westerly line of Plainfield Street. No person or corporation in the opinion of the Commissioners being entitled to damages, and none being claimed, none are awarded.

Lucius F. Thayer }
John O'Donnell } County
Newton S. Hubbard } Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered, is accepted, and the road established as and for a public highway. (The costs of said bridge and highway amounted to one hundred and sixty four thousand nine hundred dollars and six cents.)

J. P. Buckland et al.
Petrs for a Jury

The City of Kobysoke
63

To the County Commissioners of the County of Hampden.

The undersigned citizens of Kobysoke in said County, respectfully represent that for three years last past, they have been and still are the owners in common and undivided of a large tract of land in said Kobysoke to wit, a rectangular tract bounded easterly by Dwight Street, westerly by Beach Street Northwesterly by Hampden Street and westerly by Oak Street, and extending two hundred and sixteen (16) feet on said Dwight Street and said Hampden Street and four hundred and forty (40) feet on said Beach Street and said Oak Street, always excepting from said tract a small parcel fifty (50) wide on said Beach Street, by one hundred and sixteen (16) feet deep, which your petitioners sold in the year 1874. Your petitioners further represent that during the months of May, June, July and August in the year 1876, the City of Kobysoke aforesaid proceeded by

October Meeting 1876

the superintendent of a duly appointed officer of said city to raise the grade of said Dought Street between said Beach Street and Oak Street, and for a long distance beyond in each direction, and to fill up said Dought Street with earth to a considerable depth and to construct a sidewalk along the aforesaid land of your petitioners on Dought Street at a grade much higher than the sidewalk before existing in that place, all of which raising of grade of said street and said sidewalk, and the said filling up of said street was as your petitioners now and believe, done by said City of Holyoke without warrant of law and greatly damaged the aforesaid land of your petitioners. Your petitioners further represent that within less than one year after the completion of said work or as aforesaid, done by said City within the limits of Dought Street to wit, on the thirtieth day of August 1875, your petitioners did file a petition as required by law for the allowance to your petitioners of damages sustained as aforesaid, said petition being duly filed with the clerk of said city, and that no damages were allowed, awarded, estimated, or assessed as prayed for in said petition, but that on the 15th day of September 1875 your petitioners had leave to withdraw, as will appear by the records of said city. Wherefore your petitioners aggrieved by the aforesaid estimate of damage, or refusal or neglect to estimate the same, as the case may have been, pray your Hon Board, that they may have a jury to hear and determine the matters of damage herein alleged to have been sustained by your petitioners, and for such other orders in the premises as may be just and necessary.

Holyoke, Mass. Sept 4th 1876

J. P. Bruckland & another

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the first Tuesday of October in the year of our Lord one thousand eight hundred and seventy six, when it was

ordered that the Commissioners meet for the purpose of acting upon said petition at the Court House in Springfield aforesaid, on Friday the tenth day of November next, at ten o'clock A.M., and that the petitioners cause a copy of said petition and this order thereon, to be served upon the City of Holyoke, fourteen days at least before the said tenth day of November, that it might appear and be heard upon said petition. And this petition was continued from meeting to meeting to the meeting holden for said County on the second Tuesday of April in the year of our Lord one thousand eight hundred and seventy seven, and by adjournment on the first day of May in the year last aforesaid, at which meeting it was ordered that a warrant for a jury be issued, and a warrant was duly issued requiring the Sheriff of said County or his Deputy to summon a jury to hear and determine the matter of complaint set forth in said petition. And this petition was continued from meeting to meeting to this meeting, and now the following verdict and order is received from the Superior Court, Commonwealth of Massachusetts, Hampden, ss. Superior Court, October Term, 1877. To the County Commissioners of the County of Hampden. In the case of J. P. Buckland and others, petitioners for a Jury, upon which a warrant was ordered by the said County Commissioners, and was issued dated May 1st 1877, and has been returned into this Court, it is now ordered that the verdict of the jury as to all but Jeremiah F. Sullivan be accepted. Said verdict is as follows. Verdict of the Jury in the case of J. P. Buckland, W. A. Miller, A. A. Childs, Jeremiah F. Sullivan, James Doyle and Michael J. Finn, all of Holyoke in our County of Hampden, against the City of Holyoke, an said County, the jurors untrammelled by A. M. Bradley Sheriff of the County of Hampden, on the seventh day of June, A. D. 1877, for the purpose mentioned in the Warrant in this case issued on the petition of J. P. Buckland and

W. A. Miller A. H. Childs Jeremiah F. Sullivan,
James Doyle and Michael J. Finn all of Holyoke,
in said County of Hampden, against the In-
habitants of the City of Holyoke, having been first
duly sworn, and having chosen Justin R. Worthy,
foreman by ballot and carefully viewing the
premises, and fully hearing the parties estimate
the amount of its damages to J. P. Buckland
and W. A. Miller jointly and to A. H. Childs the
amount of one hundred dollars damages and
to Jeremiah F. Sullivan the amount of three
hundred dollars damages and to James Doyle
and Michael J. Finn jointly the amount of
no damages which is a just and reasonable
amount of damages for all of said petitioners
Justin R. Worthy's Foreman R. H. Pepper
James H. Bryan Wm. J. McFarland
Geo. E. Sackett Edward E. L. Chapin
H. R. Abbe James Flint Jr.
Sidney Chapin L. H. Goudy
L. A. Worthy L. D. J. White
Attest:

Robert O. Morris Clerk of the Superior Court.
And now it is ordered by said Commissioners
that said verdict and adjudication be recorded.

To the County Commissioners of the County of Hampden A. H. Childs Petr.
for a Jury

The undersigned a citizen of Holyoke
in said County respectfully represents that for
several years he has been and still is the owner
of a certain tract of land with a dwelling house
and buildings on the same in said Holyoke.
The same being the Homestead of the undersigned
to wit a certain tract of land bounded and de-
scribed as follows - Beginning at the Northeastly
corner of said tract on the highway leading from
George L. Evans house to the Depot thence running
Southerly on the West side of a lane, one hundred
eighty three feet to land now or formerly of

The City of Holyoke
B4

the Kolyoke Water Power Company. thence Westerly on land of said Company one hundred six (106) feet to land now or formerly of Geo. L. Ewing thence Northerly on said last mentioned land eighty (80) feet to land of J. Mitchell. thence Easterly on said Mitchell's land fifty six (56) feet thence Northerly on said Mitchell's land one hundred three (103) feet to said highway. thence Easterly on said highway fifty (50) feet to the point of beginning, containing 13650 square feet with the buildings thereon. Your petitioner further represents that during the months of May, June, July and August in the year 1875 the City of Kolyoke aforesaid proceeded by its Superintendent of streets a duly appointed officer of said city to raise the grade of said Dwight Street in front of the above described premises of your petitioner, and for a long distance beyond in each direction, and to fill up said Dwight Street with earth to a considerable depth and to construct a sidewalk along the aforesaid land of your petitioner on Dwight street at a grade much higher than the sidewalk before existing in that place all of which raising of grade of said street and said sidewalk and the said filling up of said street was as your petitioner avers and believes done by said city of Kolyoke without warrant of law and greatly damaged the aforesaid land of your petitioner. Your petitioner further represents that within less than one year after the completion of said work so as aforesaid done by said city within the limits of Dwight Street to wit on the thirteenth day of September A. D. 1875 and again on the eighth day of May A. D. 1876 your petitioner did file a petition as required by law for the allowance to your petitioner of damages sustained as aforesaid said petitions being duly filed with the clerk of said city and that no damages were allowed awarded estimated or assessed as prayed for in said petitions but that on the eleventh day of October A. D. 1875 your petitioner had leave to withdraw on the case of the 1st petition as appears by

the records of said city, and on May 23rd 1876 leave to withdraw was granted in the case of the 2nd petition. Wherefore your petitioner aggrieved by the aforesaid estimate of damage or refusal or neglect to estimate the same as the case may have been, pray your Honorable Board that he may have a jury to hear and determine the matters of damage herein alleged to have been sustained by your petitioner and for such other orders on the premises as may be just and necessary.

Kobyske October 7th 1876

A. H. Childs

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the first Tuesday of October in the year of our Lord one thousand eight hundred and seventy six, when it was ordered that the Commissioners meet for the purpose of acting upon said petition at the Court House, in Springfield, aforesaid, on Friday, the tenth day of November next, at ten o'clock A.M., and that the petitioner cause a copy of said petition and this order thereon to be served upon the City of Kobyske, fourteen days at least before the said tenth day of November, that it might appear and be heard upon said petition. And this petition was continued from meeting to meeting to the meeting holden for said County, on the second Tuesday of April, in the year of our Lord one thousand eight hundred and seventy seven, and by adjournment on the first day of May, in the year last aforesaid, at which meeting it was ordered that a warrant for a jury be issued, and a warrant was duly issued requiring the Sheriff of said County or his Deputy to summon a jury to hear and determine the matter of complaint set forth in said petition. And this petition was continued from meeting to meeting to this meeting, and now the following verdict and

order so required from the Superior Court: Common-
wealth of Massachusetts: Hampden. a Superior Court.
October Term, 1877. To the County Commissioners of
the County of Hampden In the case of A. H. Childs
and others, petitioners for a Jury, upon which a
warrant was ordered by the said County Commis-
sioners and was issued dated May 1st 1877. and
has been returned into this Court, it is now or-
dered that the verdict of the Jury as to all but
Jeremiah F. Sullivan be accepted. Said verdict
is as follows: Verdict of the Jury in the case of J.
Buckland, W. A. Miller, A. H. Childs, Jeremiah F.
Sullivan, James Doyle and Michael J. Finn, all of
Holyoke, in our County of Hampden, against the City
of Holyoke, in said County. The jurors impanelled
by A. M. Bradley Sheriff of the County of Hampden
on the seventh day of June A. D. 1877 for the
purpose mentioned in the Warrant in this case is-
sued on the petition of J. B. Buckland and W. A.
Miller A. H. Childs, Jeremiah F. Sullivan, James Doyle
and Michael J. Finn all of Holyoke in said
County of Hampden, against the Inhabitants of the
City of Holyoke, having been first duly sworn, and
having chosen Justin K. Worthy, foreman by ballot,
and carefully viewing the premises, and fully hearing
the parties estimate the amount of our damages to
J. B. Buckland and W. A. Miller jointly and to
A. H. Childs the amount of one hundred dollars
damages and to Jeremiah F. Sullivan the amount
of three hundred dollars damages, and to James
Doyle and Michael J. Finn jointly the amount
of no damages which is a just and reasonable
amount of damages for all of said petitioners.

Justin K. Worthy, Foreman	R. H. Pepper
James K. Bryan	Wm. J. M. Farland
Geo. B. Sackett	Edward C. L. Chapin
Wm. B. Abbe	James Flint Jr.
Sidney Chapin	L. H. Gurdy
L. A. Worthy	L. J. White

Attest: Robert W. Morris Clerk of the Superior Court.
It is therefore considered and ordered by the said

October Meeting 1877

Grant that the said A. H. Shultz recover judgment against the said City of Holyoke for the sum of one hundred and two dollars and ninety six cents damages and costs of suit taxed at eighty six dollars and fifty one cents.

Warrant of Distress if? Dec 6th 1877

Commonwealth of Massachusetts.
Hampden.

To the Honorable the County Commissioners of said County.

Respectfully represent James Doyle & Michael J. Finn citizens of Holyoke in said County, that they are and for several years past have been the owners in common of certain land situate in said Holyoke bounded and described as follows, to wit. Bounded North on Charles Brooks and George L. Baving - East on said Baving - south on West Dwight Street and West on Jeremiah F. Sullivan and A. G. Ludd containing about 2 1/2 acres having about 250 feet front on said West Dwight Street and being about 400 feet deep, that during the summer of 1876 said Holyoke by its superintendent of streets for the purpose of repairing said West Dwight Street, proceeded to, and did lower said street where the same is abutted by said land of your petitioners and in the immediate neighborhood and adjoining the same to the depth of several feet thereby greatly lowering the grade of said street where abutted by the land of your petitioners aforesaid, whereby your petitioners sustained great damage in their said property, and were & are entitled to compensation therefor from said Holyoke, that they duly filed their petition therefor to the Mayor & Aldermen of said Holyoke after the commencement and within one year after the completion of said work, that upon said petition said Mayor & Aldermen refused and neglected to estimate your petitioners' damage and on June 26. 1876 reported leave to withdraw thereupon.

James Doyle et al. Vrs.
for a Jury

vs.
The City of Holyoke
77

your petitioners being aggrieved at such refusal and neglect, hereby make application for a jury that they may have their damages ascertained thereby - for such further orders as shall be proper in the premises.

Dated this 11th February, 1877

James Doyle & another

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and seventy six, when it was ordered that the Commissioners would meet for the purpose of acting upon said petition at the Court House in Springfield, on Tuesday the tenth day of April next at ten o'clock A.M. and that the petitioners cause a copy of said petition and of this order thereon to be served upon the City of Haverhill fourteen days at least before the said tenth day of April: that it might appear and be heard upon said petition. And this petition was continued to the meeting holden for said County on the second Tuesday of April, in the year of our Lord one thousand eight hundred and seventy seven, and by adjournment on the first day of May, in the year last aforesaid, at which meeting it was ordered that a warrant for a jury be issued, and a warrant was duly issued requiring the Sheriff of said County, or his Deputy, to summon a jury to hear and determine the matter of complaint set forth in said petition. And this petition was continued from meeting to meeting to this meeting, and now the following verdict and order is received from the Superior Court, Commonwealth of Massachusetts, Hampden, Superior Court, October Term, 1877. To the County Commissioners of the County of Hampden. In the case of James Doyle and others, petitioners for a jury, upon which a warrant was ordered by the said County Commissioners, and was issued dated May 1st 1877, and has been returned into this Court, it is now ordered that the verdict of the Jury as to all but

October Meeting 1877

Jeremiah F. Sullivan be accepted. Said verdict is as follows: Verdict of the Jury in the case of J. P. Buckland, W. A. Miller, A. H. Childs, Jeremiah F. Sullivan, James Doyle and Michael J. Finn, all of Kolyzke, in our County of Hampden, against the City of Kolyzke, in said County. The jury empanelled by A. M. Bradley Sheriff of the County of Hampden - on the seventh day of June, A. D. 1877, for the purpose mentioned in the Warrant in this case issued on the petition of J. P. Buckland and W. A. Miller A. H. Childs, Jeremiah F. Sullivan, James Doyle and Michael J. Finn all of Kolyzke in said County of Hampden, against the Inhabitants of the City of Kolyzke, having been first duly sworn, and having chosen Justin L. Worthy, foreman by ballot, and carefully viewing the premises, and fully hearing the parties estimate the amount of his damages to J. P. Buckland and W. A. Miller jointly and to A. H. Childs the amount of one hundred dollars damages and to Jeremiah F. Sullivan the amount of three hundred dollars damages, and to James Doyle and Michael J. Finn jointly the amount of no damages which is a just and reasonable amount of damages for all of said petitioners.

Justin L. Worthy, Foreman

James H. Bryan

Geo. B. Sackett

A. B. Abbe

Sidney Chapin

L. A. Worthy

Attest: Robert C. Morris Clerk of the Superior Court

And now it is ordered, that said verdict and adjudication be recorded.

R. H. Lepper

Wm. J. McFarland

Edward E. Chapin

James Flint Jr.

L. H. Cowdy

L. D. White

To the County Commissioners of the County of Hampden.

Respectfully represents Wilbur F. Miller of Ludlow in said County that he is the owner of a certain tract of land situated in said Ludlow

Wilbur F. Miller Sols.
for a Jury

The Town of Ludlow
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through and upon which a street or way is laid out running Northerly and Westerly from the depot of the Springfield, Athol and Northampton Rail Road upon the petition of Andrew Chapin and others. Said land is described substantially as follows. Bounded on the north by land of your petitioner East by land of the Ludlow Mfg. Co. south by land of your petitioner. West by the highway leading from the village of Lunenburg to Belchertown. And your petitioner avers that said street or road is laid over and through said land above described and owned by him by said Town of Ludlow and runs as follows. Commencing near the house of George Jones and running Easterly and southerly near the Ludlow depot. And your petitioner avers that he has suffered damage to his said land from the said laying out of said street and is aggrieved by the order of said town in allowing him damage therefor. Wherefore he respectfully requests that a jury may be ordered to award him damage for the injuries to his said lands from the laying out of said way.

Wilbur T. Miller

by E. H. Lathrop his Atty

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the fourth Tuesday of December, in the year of our Lord one thousand eight hundred and seventy six, when it was ordered that the Commissioners should meet for the purpose of acting upon said petition at the Court House, in Springfield, on Tuesday the tenth day of April next, at ten o'clock A.M. and that the petitioner cause a copy of said petition and of this order thereon to be served upon the Town of Ludlow fourteen days at least before the said tenth day of April, that it might appear and be heard upon said petition. And this petition was continued to the meeting holden for said County on the second Tuesday of April, in the year of our Lord one thousand eight hundred and seventy seven at which meeting it

October Meeting 1877

was ordered that a warrant for a jury be issued, and a warrant was duly issued, requiring the Sheriff of said County, or his Deputy, to summon a jury to hear and determine the matter of complaint set forth in said petition. And this petition was continued from meeting to meeting to this meeting, and now the following verdict and order is received from the Superior Court, Commonwealth of Massachusetts, Hampden, or Superior Court, October Term, 1877. To the County Commissioners of the County of Hampden. In the case of Wilbur F. Miller, petitioner for a jury, upon which a warrant was ordered by the said County Commissioners, and was issued dated April 10th 1877, and has been returned into this Court; it is now ordered that the verdict of the jury be accepted. Said verdict is as follows. The jury empaneled by A. M. Bradley, Sheriff of the County of Hampden, on the twenty eighth day of June, A.D. 1877, for the purpose mentioned in the warrant in this case, issued on the petition of the said Wilbur F. Miller, against the inhabitants of said town of Ludlow, having been first duly sworn, and having chosen Porter L. Loomis foreman by ballot, after carefully viewing the premises, and fully hearing the parties, estimate and assess the amount of damages sustained by the said petitioner, by reason of the taking of his land for a street or way at two hundred and twenty five dollars, which we say is a just and reasonable compensation.

Porter L. Loomis Foreman

A. H. Thompson

S. B. Chapman

W. B. Potter

Chas. E. Baker

Lynnan Warner

John M. Morse

John Westropp

Henry Dickinson

L. H. Seach

Attest: Robert O. Morris Clerk of Superior Court
It is therefore considered and ordered by the said Court that the said Wilbur F. Miller recover judgment against the said town of Ludlow for the sum of two hundred and thirty dollars.

and forty cents damages, and costs of suit taxed
at one hundred and twenty nine dollars and
sixty four cents.
Warrant of ^{discovery} No. 21st 1877.

James Doyle Petr for
appt. of dam.

The City of Holyoke
vs.

To the County Commissioners of the County of
Hampden

Your petitioner, James Doyle, of Holyoke,
in said County, respectfully represents, that he
was the owner of certain real estate situated in
said Holyoke, bounded as follows. Beginning at
the Northernly side of the highway leading from
Westfield to Holyoke, at the point of intersection
with the brush hill road, so called, and running
Easterly by the highway to the point where the
Southernly shore of the pond strikes the Northernly line
of the highway, at the landing, so called, thence
running Westerly on the margin of the pond to the
outlet of the same at the road, thence Southernly
by the road to the place of beginning, containing
about twenty six acres, more or less. That the City of
Holyoke, in said County, by their Board of Water Com-
missioners, acting under the provisions of Chapter 62
of the Acts of the Legislature of this Commonwealth for
the year 1872 did take said described lands of your
petitioner. That your petitioner is greatly injured in
his property by the acts of said city, and failing to
agree with said city as to the amount of damages,
asks that they be assessed and determined by your
Honorable Board.

James Doyle

The foregoing petition was entered at a meeting of the
County Commissioners holden at Springfield, within
and for said County, on the fourth Tuesday of June,
in the year of our Lord one thousand eight hundred
and seventy seven, when it was ordered that the Com-
missioners meet for the purpose of acting upon said
petition, at the Holyoke House, in Holyoke aforesaid, on
Tuesday, the thirtieth day of October next, at 9 1/2 o'clock,
A.M. and that the petitioner cause a copy of said

petition and this order thereon to be served upon the City of Holyoke, fourteen days at least before the said thirtieth day of October, that it might appear and be heard upon said petition. And this petition was continued to this meeting, and now the following award is returned and filed. Upon the foregoing petition the County Commissioners having caused due notice to be given of the time and place when and where they would meet to view the premises and hear the parties met at Holyoke, on the twenty fifth day of September, A. D. 1877, and after viewing the premises and hearing the parties, and after due consideration, the said Commissioners do award and determine that the said City of Holyoke shall pay to the said James Doyle the sum of Six Hundred Eighty Three Dollars and Thirty Three Cents, the same being in full for all damages for taking of land as set forth in the foregoing petition. John O'Donnell being disqualified to act by reason of residence, S. L. Spellman, Special Commissioner, was called and acted in his stead.

Lucius F. Thayer } County
 Asa S. Hubbard } Commissioners
 Solomon L. Spellman } Special Commissioner.

Williamansett Mass Sept. 25th 1877

To the Honorable, the County Commissioners of the County of Hampshire, and State of Mass.
 The undersigned, owners of Real Estate in and residents of Williamansett, in the town of Chicopee, respectfully pray your Honorable Body, that the road known as the "Ferry road" and leading from the public road running between Chicopee and South Hadley, to the Connecticut River, (a distance of twenty (20) rods more or less) be discontinued as the said road has not been used as a Public Highway, since the discontinuance of the Ferry which occurred some fifteen years ago, and your petitioners think that there is no necessity for the continuance

J. R. Smith et al
 Petrs for discontinuance
 of highway in Chicopee
 98

and maintenance of said road.

The foregoing petition is entered at this meeting, and now it is ordered that said petition be dismissed.

County Treasurer
ordered to transfer to the
account of the Sinking
Fund.

Five Thousand Dollars is ordered transferred from the County Treasury to the Sinking Fund.

North End Bridge-
assignment of claim.

In the matter of the construction of the North End Bridge it appears that a balance of 11382.16 and interest from Sept. 15. 1877, remains unpaid to Thomas Knighton of Rochester the contractor for the superstructure and notice has been received from the Chapin Banking & Trust Company of the assignment of his claim to said Banking Company.

Acceptance of highway
upon petition of Eliza
Clark and others.

The County Commissioners having viewed and carefully examined throughout the highway in Montgomery and Russell, located and ordered upon the petition of Eliza Clark and others, and having found the same well made, constructed and completed, according to the order of the Commissioners thereon, so much of the same as lies in the town of Russell and so much of the highway in Montgomery as lies between the town line and to the old road past the house of W. R. Holcomb is by them accepted.

Land Damages

The following towns are allowed the sum set against their masters for damages to land for highways amounting to the sum of eight hundred dollars, and the same are ordered to be paid from the County Treasury.

Town of Montgomery	\$300.00
Town of Russell	\$500.00

Accounts

The Commissioners have audited the accounts of the Medical Examiners for views and examinations of the

October Meeting 1877

had books of strangers and certified to the Treasurer of the Commonwealth items therein amounting to the sum of seven dollars and seventy cents.

\$7.70

Sundry accounts being now presented are allowed amounting to the sum of six thousand six hundred seventy six dollars forty one cents are allowed and ordered to be paid from the County Treasury.

\$6676.41

Sundry accounts for the construction of the North End Bridge laid out under the provisions of Chapter 130 of the acts of the year 1872 amounting to the sum of eighteen hundred eighty one dollars and ninety seven cents are allowed and ordered to be paid from the County Treasury.

\$1881.97

Cambridge, ss. December 3. 1877

Judgment is entered up according to reports and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest

Robert M. Mow
Clerk

Commonwealth of Massachusetts
Hampden, &c.

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the fourth Tuesday of December, being the twenty fifth day of said month, and by adjournment on the twenty sixth day of said month, in the year of our Lord one thousand eight hundred and seventy seven.

Present Lucius F. Thayer Esq. Chairman

John O. Dinnell.

Newton S. Hubbard.

} County
Commissioners

and by adjournment on the second day of January, on the fifteenth day of said month of January, on the fifth day of February, on the fourteenth day of said month of February, on the fifth day of March, on the sixteenth day of March, in the year of our Lord one thousand eight hundred and seventy eight.

Present Lucius F. Thayer Esq. Chairman

Newton S. Hubbard.

Edwin Chase.

} County
Commissioners

Edwin Chase Esquire, having been declared by the board of Examiners, elected County Commissioner for the term of three years, and having been duly sworn, appears on the said second day of January, and the board consisting of Lucius F. Thayer, Newton S. Hubbard and Edwin Chase Esquires, proceed to the choice of Chairman. The whole number of votes cast is three, of which Lucius F. Thayer Esquire, has two and is chosen Chairman of the board for the year ensuing.

The Springfield & New London
R. R. Co. Pet. to cross
highway

35

To the Honorable the County Commissioners of the
County of Hampden.

Respectfully represents the Springfield & New London Rail Road Company, a corporation duly established by law & having a usual place of business at Springfield, in said County that it

has laid out & commenced to construct a rail road from the line of the Springfield, Athol & Northampton Rail Road in Springfield, to a point in the line of the State of Connecticut, in the town of Longmeadow, that in the construction of its said railroad it becomes necessary to cross numerous highways & other ways & that public necessity requires that said railroad should cross the highway called St. James Avenue a road leading from lands of the United States to the dry bridge so called under said highway & that said ways & highways hereinafter named should cross said railroad at the same level with the railroad as now laid out & located by the amended location thereof now on file with the County Commissioners of said County, viz. the way road so called leading from Springfield toward Indian Orchard, the Boston road so called leading from the U. S. Army Eastward toward Boston, the Milbraham road so called leading from the Boston road to Spoken Acres, Alden Street leading from Walnut Street to Vergil Perkins slaughter house & Hickory street leading from the U. S. Water Shops to W. D. Purples slaughter house, all of said ways & highways being in said Springfield. Wherefore your petitioner respectfully requests & humbly prays that an appropriate decree may be passed authorizing the construction of said railroad under St. James Avenue and of the said other several crossings thereof by the said other highways so that the said railroad and the said highways may be at the same level & for such other decrees on the premises as the law requires.

The Springfield & New London Rail Road Co.

By Stearns Knowlton & Long its attys.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the first Tuesday of October, in the year of our Lord one thousand eight hundred and seventy five, and was continued

from meeting to meeting to the meeting of said Commissioners holden on the second Tuesday of April in the year of our Lord one thousand eight hundred and seventy seven, at which meeting the Commissioners, deeming a view of the premises expedient, appointed Tuesday, the fifth day of June then next and two o'clock in the afternoon, at the Court House, in Springfield, as the time and place for viewing the premises, and caused a copy of said petition to be served upon the clerk of the city of Springfield being the city within which such crossings are prayed for, thirty days at least before the time appointed for said view, and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said city, and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view, and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said fifth day of June, the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners, held at Springfield aforesaid, on the fourth Tuesday of June then next at which meeting the parties were heard, and after the hearing said Commissioners proceeded to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did adjudge that public necessity requires that the prayer of the petition be granted, and after adjudicating as aforesaid, said Commissioners continued the further consideration of the matter to the next regular meeting and so from meeting to meeting until this meeting held on the 26th day of December, A.D. 1877. when it is so

ordered and decreed that the said Springfield and New London Rail Road may cross under said highway called the James Avenue in the manner indicated upon the plan of location filed in the office of the Clerk of the County Commissioners, and said County Commissioners do authorize and require the said Rail Road corporation to construct its rail road at the same level with the following highway and other ways in said Springfield in such manner as shown by said plan of location, to wit: The Bay road so called, the Boston road so called, the Milbraham road so called, Alden street and Hickory street.

Lucius F. Thayer }
John O. Donnell } County
Norton S. Hubbard } Commissioners.

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted.

To the County Commissioners of the County of Hampden.

Roman S. Lucas et al
Petra for a new
highway in Chester
50

Your petitioners inhabitants of the town of Chester would respectfully represent that the public convenience and wants require that a road and highway should be laid out and constructed, beginning at the County Road near the store of Joel Hopkins in said Chester and leading in a southerly direction to a point near the house of George Ayers, thence in an easterly direction crossing under the tracks of the Boston & Albany Rail Road Company to a point near the barn of Roman S. Lucas on the Patch so called, thence in a northerly direction connecting with the road near the house of John Dunn, or your petitioners would ask that if in your judgment a road under the Rail Road track would not be for the public convenience, then your petitioners humbly ask that a road may be laid out & made commencing at or near the

store of Joel Haslem then crossing the Rail Road track at grade near the depot, thence across the land of the Boston and Albany Rail Road to a point near the barn of Herman S. Lucas on the patch, thence in a northerly direction connecting with the road near the house of John Deaton. That the Selectmen of said town have unreasonably refused to lay out said road and that your petitioners are aggrieved at said refusal. Your petitioners would therefore ask that your Honor would view the premises and locate and construct said road and highway according to the laws in such cases made and provided, and as in duty bound your petitioners will ever pray.

Herman S. Lucas and Others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and seventy six, and was continued to the meeting of said Commissioners holden on the first Tuesday of October, in the year last aforesaid, at which meeting the Commissioners appointed a place and time for a view of the premises and directed notice of the same to be given, and said petition was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed.

Ethan L. Ely et al.
Petn for relocation of high-
way in Longmeadow
73 1/2

Commonwealth of Massachusetts
Hampden, ss. To the Honorable the Board of
County Commissioners for said County.

Respectfully represent your petitioners that there is a road in Longmeadow in said County leading from Longmeadow street so called, at a point near the church to the railroad in East Longmeadow near the house of J. B. Chapman & that there is a road leading from said Longmeadow street near the house of Professor Bliss easterly & intersecting the first named road at a point near grassy gutter hill, so called, & also another road leading from the railroad in

East Longmeadow near the railroad station westerly & intersecting with the first named road at a point near Hales Guarder so called. And your petitioners further represent that said roads are in such condition as your petitioners believe to require relocating & specific repairs & alterations in the course & width thereof & the boundary lines thereof more particularly established, & your petitioners inhabitants of said town of Longmeadow pray your honorable board to view said roads & do such things touching the same as may to your Honorable Board seem meet & fit & particularly to locate anew, alter the course & width thereof & establish the boundary lines, & order specific repairs, as in duty bound with ever pray.

July 14. 1877

Ethan B. Ely and others.

The foregoing petition was entered at a meeting of the Board of Commissioners holden at Springfield, within and for said County, on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and seventy seven, at which meeting the Commissioners, deeming a view of the premises expedient, appointed Tuesday, the twenty eighth day of August then next and 10¹/₂ o'clock in the forenoon, at the house of E. B. Ely, in Longmeadow, as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Longmeadow, being the town within which such relocation is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town, and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view, and before said view was had, said Commissioners gave notice

in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said twenty eighth day of August, the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the parties were heard, and after the hearing, said Commissioners proceeded to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did adjudge that common convenience and necessity require that the prayer of the petition be granted, and after adjudicating as aforesaid, said Commissioners appointed Tuesday the second day of October then next and 10¹/₂ o'clock in the forenoon, at the house of E. L. Ely, in said Longmeadow, as the time and place when and where they would meet and proceed to relocate as aforesaid, and the said Commissioners having given notice of the adjudication and the time and place appointed for said relocation, in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said second day of October, met and proceeded to relocate as follows: Description of Highway in Longmeadow Eastward from Longmeadow Street as called to Highway leading Southward from East Longmeadow to Shakers. Beginning at a stone bound in the Easterly line of said Longmeadow Street 72³/₄ feet Southerly of the stone bound at angle in the Easterly line of said Longmeadow Street at the South West corner of Rev. Mr. Hardings Homestead, thence running South 74° 00' East 1644 feet to a stone bound, thence South 81° 20' East 98¹/₂ feet to a stone bound being at the Westerly line of Owen Morgan's land, thence South 76° 15' East 1002 feet to a stone bound, thence South 81° 15' East 212 feet to a stone bound, thence North 88° 50' East 271 feet to a stone bound, thence North 84° 40' East 778 feet to a stone bound, thence North 86° 10' East 176 feet to a stone

and previously described under this date, being at end of course bearing North 87° 10' East, the length of said course being 262 feet. The Highway to be 50 feet in width and to lie Northerly of the above described line. The County Commissioners having heard all persons and corporations interested in relation to the question of damages, who expressed a desire to be heard thereon, consider and adjudge that the sum of twenty five dollars be paid to Owen Morgan \$25 the sum of twenty five dollars be paid to the Estate of Sad O. Bliss \$25 the sum of twenty five dollars be paid to Patrick Rudy \$25 and the sum of thirty dollars be paid to Sylvester Bliss \$30. No other persons or corporations having appeared to claim damages, and in the opinion of the Commissioners, none others being entitled to damages, none others are awarded. The owners of land over which the aforesaid roads are located are allowed until the first day of May, A.D. 1878, to remove their timber, fences and trees therefrom. And it is further ordered by the County Commissioners that the town of Longmeadow shall pay all costs and expenses which have arisen by reason of the aforesaid relocation.

Lucius F. Thayer }
John O'Donnell } County
Anton S. Hubbard } Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears, and now the said report being read and considered is accepted, and the road established as and for a public highway.

Springfield Mass, Oct 23^d 1877.
To the Honorable Board of County Commissioners
of the County of Hampden.

In accordance with the order of the City Council of the City of Springfield, a copy whereof is hereto annexed, I respectfully petition your

E. Wright Mayor Pet. for
the establishment and
maintenance of a foot-
way on West Hill Bridge

398 feet to a stone bound, thence North $85^{\circ} 15'$ West
 417 feet to a stone bound, thence North $73^{\circ} 30'$ West
 572 feet to a stone bound, the Highway to this
 point being 50 feet in width, thence North $84^{\circ} 10'$
 West 1320 feet to a stone bound, the Highway at
 this point measured at a right angle with the
 line described to be 53 feet in width, thence North
 $70^{\circ} 45'$ West 328 feet to a stone bound, the Highway
 at this point measured at a right angle with
 the line described being 56 feet in width, thence
 North 76° West 195 feet to a stone bound, the Highway
 at this point to be 50 feet in width measured at
 a right angle with the line described, thence South
 $87^{\circ} 15'$ West 620 feet, at which point the Highway is
 50 in width measured at a right angle with the
 described line, thence by same course 66 feet to a
 stone bound, thence North $75^{\circ} 25'$ West 1486 feet at
 which point the Highway is 88 feet in width,
 measured at a right angle with the described line,
 thence by same course 100 feet to the East line of
 Longmeadow Street, the width of Highway at this
 point measured on the line of Longmeadow Street
 being 101 $\frac{1}{2}$ feet. The described line to be the Southern
 high of the Highway. Description of Highway in
 Longmeadow from near Post office in East Longmeadow
 Westward. Beginning at a stone bound in the Western
 line of Highway running Southward to Shaker, thence
 South $74^{\circ} 50'$ West 1046 $\frac{1}{2}$ feet to a stone bound at Western
 line of Rail Road land, thence South $74^{\circ} 25'$ West 61
 feet to a stone bound, thence South $71^{\circ} 50'$ West 2015 feet
 to a stone bound, thence South $70^{\circ} 30'$ West 85 feet to a
 stone bound, thence 86° West 372 feet to a stone bound,
 thence North $80^{\circ} 30'$ West 996 feet to a stone bound, thence
 North 69° West 287 feet to a stone bound, thence North
 80° West 212 feet to a stone bound, thence South $85^{\circ} 45'$
 West 259 feet to a stone bound, thence South 76° West
 379 feet to a stone bound, thence South $50^{\circ} 30'$ West 286
 feet to a stone bound, thence South $43^{\circ} 45'$ West 499
 feet to a stone bound, thence South $57^{\circ} 45'$ West 144
 feet to a stone bound on South side of Highway
 leading from Longmeadow Street to East Longmeadow.

December Meeting 1877

and previously discussed under this date, being at end of course bearing North 87° 18' East, the length of said course being 263 feet. The Highway to be 50 feet in width and to lie Northwesterly of the above described line. The County Commissioners having heard all persons and corporations interested in relation to the question of damages, who expressed a desire to be heard thereon, consider and adjudge that the sum of twenty five dollars be paid to Owen Morgan \$25. The sum of twenty five dollars be paid to the Estate of Edw. O. Bliss \$25. the sum of twenty five dollars be paid to Patrick Reedy \$25 and the sum of thirty dollars be paid to Sylvester Bliss \$30. No other persons or corporations having appeared to claim damages, and in the opinion of the Commissioners, none others being entitled to damages, none others are awarded. The owners of land over which the aforesaid roads are located are allowed until the first day of May, A.D. 1878, to remove their timber, fences and trees therefrom. And it is further ordered by the County Commissioners that the town of Longmeadow shall pay all costs and expenses which have arisen by reason of the aforesaid relocation.

Lucius F. Thayer }
John O'Donnell } County
Anton S. Hubbard } Commissioners.

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears, and now the said report being read and considered is accepted, and the road established as and for a public highway.

Springfield Mass, Oct 23rd 1877.
To the Honorable Board of County Commissioners
of the County of Hampden.

In accordance with the order of the City Council of the City of Springfield, a copy whereof is hereto annexed, I respectfully petition your

E. Wright Mayor Pet. for
the establishment and
maintenance of a foot-
way on West Hill Bridge

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Board to establish and maintain a foot-way, as specified in said order, and subject to the promises and limitations in said order contained.

E. M. Light Mayor of the City of Springfield
In Board of Aldermen Oct. 22. 1877

Ordered, (if the Common Council concur) That the Mayor be authorized to petition the County Commissioners in the name of the City, to establish and construct a foot-way on the outside of the old bridge between Springfield and West Springfield, provided said Commissioners have legal authority to so establish and construct the same, and also provided that the City of Springfield shall not in any case be liable for any greater proportion of the whole expense of constructing, maintaining or repairing the said foot-way than said City is now liable for, in the matter of maintaining and repairing the original bridge.

Read passed and sent down for concurrence.

A. T. Tolson Clerk

Common Council Oct. 22. 1877

Concurred E. A. Merrill Clerk

A true copy. Attest. A. T. Tolson City Clerk.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the first Tuesday of October, in the year of our Lord one thousand eight hundred and seventy-seven, at which meeting the Commissioners deeming a view of the premises expedient, appointed Monday, the third day of December then next and ten o'clock in the forenoon, at the Court House, in Springfield, as the time and place for viewing the premises, and hearing the parties interested, and caused a copy of said petition to be served upon the clerks of the town of West Springfield and the City of Springfield, being the town and city within which such repair is prayed for, thirty days at least before the time appointed for said view and hearing, and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town and city, and also gave notice to all persons interested by causing a copy of

December Meeting 1877

said petition to be published three weeks successively in the Springfield Daily Republican, a newspaper published in said County, said posting and the last publication of said City having been fourteen days at least before the time appointed for said view and hearing, and before said view and hearing were had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested of the time and place for commencing said view and hearing. And on the said third day of December, the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then heard the parties at the same time of said view, and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did then and there adjudge that the public good requires that said bridge be repaired by the construction of a new foot-way. After adjudicating as aforesaid, said Commissioners continued the further consideration of the matter to the next regular meeting of the Commissioners held at the Court House, in Springfield, on the twenty sixth day of December, A. D. 1877. And on said twenty sixth day of December, the Commissioners proceeded to prescribe the manner and limits within which such repairs should be made, to wit. That the sidewalk shall be constructed on the South side of the Bridge and shall be four feet and nine inches wide in the clear. The floor shall be supported by timbers as shown by plans made by Geo. A. Ellis, Engineer for the City of Springfield, and all the details of the construction shall be according to his plans and under his direction. And that said City of Springfield and the Town of West Springfield cause said foot-way to be constructed to the acceptance of said Commissioners on or before the first day of March, A. D. 1878. And said Commissioners do also

order and decree that the costs of construction and maintenance of said foot-way be paid in the same proportion and in the same manner as ordered by the Commissioners in freeing said bridge which will appear in the records of the Supreme Judicial Court for said County, in the office of the Clerk of said Court for said County. Book 10, Page 24

Lucius F. Thayer }
John O'Donnell } County
Norton S. Hubbard } Commissioners.

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears, and now the said report being read and considered is accepted

Clerk authorized under the direction of one Commissioner to place bills for the South End Bridge upon the Treasurer's books

Whereas certain bills in payment for the South End Bridge are payable upon other days than those of the regular meetings of the County Commissioners it is therefore ordered that upon the direction of one of the Board, the Clerk be authorized to put said bills upon the books of the County Treasurer for payment.

County Treasurer authorized to borrow \$1929.36

Voted, That the Treasurer of the County be authorized and directed to borrow of the Third National Bank of Springfield, the sum of nineteen hundred & thirty nine ³⁶/₁₀₀ dollars to be used for the payment of interest upon note given to New Bedford Institution for Savings January 3^d 1877 for \$75,000 and for the payment of discount on the sum above authorized, and said Treasurer is directed to make execute and deliver to said Bank a note for said amount payable four months after date and to pay discount thereon at the rate of five per cent. Said loan is made on the credit of Hampden County in the matter of construction of the North End Bridge.

County Treasurer authorized to borrow \$75,000

Ordered, That the County borrow the sum of seventy five thousand dollars for the purpose of carrying

into effect the provision of the Act of the Legislature for the year 1872, Chap. 130, to establish a Free Bridge across the Connecticut River between Springfield and West Springfield. And that for the purpose of carrying into effect this order, the Wells Bridge County Treasurer be authorized to sign the notes of the County for the sum of seventy five thousand dollars, payable to the New Bedford Institution for Savings or order, in four months from the 15th day of January, 1878, with interest at the rate of five per cent per annum, at the Massachusetts National Bank, in the City of Boston.

Voted That the Wells Bridge County Treasurer be authorized and directed, in the name of the County of Hampden, to borrow of the City of Springfield, a sum not exceeding the amount of principal and interest of nine certain promissory notes made in payment for the north end bridge, all bearing date August 23^d A.D. 1877, payable at the Third National Bank of Springfield, and amounting to Seventy Eight Thousand Six Hundred Dollars and Seventy Five Cents, and said Treasurer is also authorized to give a note of said County equal to the amount of said Seventy Eight Thousand Six Hundred Dollars and Seventy Five Cents, and interest accrued upon said notes, with interest at the rate of five per cent per annum.

Ordered That the County Treasurer be authorized and empowered to borrow for and in behalf of said County, and in anticipation of the County Tax, such sum or sums of money as may be necessary, and to execute and deliver note or notes therefor, not exceeding ten thousand dollars.

County Treasurer
authorized to borrow
\$75,000 on acct. of the
North End Bridge

County Treasurer
authorized to borrow
\$10,000 in anticipation
of the County Tax

County Treasurer
authorized to borrow
a sum not exceeding
\$15,000 to pay balance
due on acct. of the
North End Bridge

Voted: That Mr. Wells Bridge County Treasurer be authorized and directed in the name of the County of Hampden, to borrow of the City of Springfield or Third Natl Bank, a sum not exceeding Fifteen Thousand Dollars to be appropriated in payment of the balance due Thomas Slaughter upon his contract for construction of North End Bridge, and said Treasurer is also authorized to give a note of said County (equal to the amount of said balance) to said city of Springfield, payable on demand with interest at the rate of five per cent per annum.

County Treasurer
authorized to borrow
\$10,000 on acct. of the
South End Bridge

Voted: That Mr. Wells Bridge County Treasurer be and he is hereby directed and authorized in the name of the County of Hampden, to borrow the sum of ten thousand dollars, to be used on account of the South End Bridge, and said Treasurer is also authorized to give the note of said County for the money borrowed payable on the fifteenth day of May A. D. 1879, with interest semi-annually at the rate of four & one half per cent per annum.

Salary of Jailor

The Salary of the Jailor at the House of Correction is fixed at \$1500 per year.

County Treasurer
authorized to reduce the rate
of interest upon loans in the
sinking fund

The County Treasurer is authorized to reduce the rate of interest upon any loan in the sinking fund, to a rate not less than 6 1/2 % per annum.

Sheep Damages
\$1512.97

The sum of one thousand five hundred and two dollars and ninety seven cents is allowed for damages done to sheep and other domestic animals by dogs and for services performed under chapter 130 of the acts of 1867 and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said act.

December Meeting 1867
 Appportionment of
 Dog Tax refunded
 is to be

The County Commissioners having appportioned the money received under the provisions of chapter 130 of the Acts of 1867, not expended in the payment of damages done by dogs, order that the same amounting to the sum of Six Thousand Eighty Six Dollars and forty cents be paid to the Treasurers of the several cities and towns of the County in the proportions following, viz.

To the Treasurer of Agawam.	230.88
Blandford.	112.80
Brimfield.	85.92
Chester.	125.28
Dedham.	314.40
Enfield.	156.96
Holland.	20.16
Holyoke.	578.40
Longmeadow.	148.80
Needham.	146.40
Northampton.	305.76
Northampton.	35.04
Palmer.	298.56
Russell.	48.48
Southwick.	99.36
Springfield.	2024.64
Tolland.	62.88
Wales.	73.44
Westfield.	696.48
West Springfield.	329.28
Wilbraham.	192.48
	6086.40

The County Commissioners having viewed and carefully examined throughout the highway in Northampton located and ordered upon the petition of R. Noble and others, and having found the same well made, constructed and completed, according to the order of the Commissioners thereon, the same is by them accepted.

Acceptance of highway upon the petition of R. Noble et al.

County Estimate

Estimated Expenses of the County of Hampshire
for the year 1878, with the Amount necessary to
be raised by Tax.

For Payments of Juries	85 00 00	
Services of Jurors	250 00	
Offices of Court & meals of Jurors	2250 00	
Salaries of Special County Commissioners	1700 00	
Land Damages	200 00	
Sheriff's Juries	100 00	
Sub Commissioners Notices	200 00	
Surveys of Highways	200 00	
Construction of Highways & Enclosures	4500 00	
Inquests	600 00	18000 00

At Jail and House of Correction

For Prisoners	6000 00	
Clothing	800 00	
Fuel and Lights	1500 00	
Beds and Bedding	300 00	
Salaries of Officers	3000 00	
Board of Officers & Employees	1000 00	
Repairs	600 00	
Instruction	300 00	
Furniture & Utensils	200 00	
Miscellaneous Expenses	300 00	
Medicine and Attendance	300 00	14300 00

At Court House

For Salary of Messenger & Engineer	1500 00	
Record Book and Stationary	1200 00	
Law Library	1500 00	
Repairs Old & New Court Houses	1800 00	
Fuel and Lights	1200 00	
Bark of Courts	800 00	
Salary of Sheriff	1250 00	
Treasurer	1500 00	
Examiners of Accounts	500 00	
Legal Expenses	1000 00	
Criminal Costs	5500 00	
Interest on County Notes	19000 00	
Sinking Fund	6000 00	

December Meeting 1877

To Bounty Indebtedness for Orders drawn on the Treasury	36 00 00	444 00 00
Salaries of the Justices of the Peace		
County of Springfield, Kentucky, Winchester	56 00 00	
Salary of the Justice of the Peace		
Eastern Hampshire District Court	1 00 00	
Salary of the Clerk of the Police Court of Springfield	12 00 00	78 00 00

Total Estimate	845 00 00
Deduct estimated receipts	45 00 00
Amount called for by Tax	\$ 800 00 00

Lucius H. Thayer	} County Commissioners
Walter S. Hubbard	
Edwin Chase	

The following person is allowed the following sum set against his name for damages to land taken for highways on petition of the Selectmen of Blandford, and the same is ordered to be paid from the County Treasury

To R. R. Page on petition of the Selectmen of Blandford \$50.00

Land Damages

The Commissioners have audited the accounts of the Medical Examiners for views and examinations of the dead bodies of strangers and certified to the Treasurer of the Commonwealth items thereon amounting to the sum of thirty eight dollars.

Accounts

\$38 00

Sundry accounts being now presented are allowed amounting to the sum of six thousand four hundred sixty five dollars and ninety two cents, and the same are ordered to be paid from the County Treasury.

\$6465 92

Sundry accounts for the construction of the Path

Accounts

\$10676.80

and Bridge laid out under the provisions of chapter 130 of the acts of the year 1872, amounting to the sum of ten thousand six hundred seventy dollars & eighty cents are allowed & ordered to be paid from the County Treasury.

Accounts

\$9100.00

Sundry accounts for the construction of the South End Bridge laid out under the provisions of chapter 250 of the acts of the year 1873 amounting to the sum of nine thousand dollars, are allowed and ordered to be paid from the County Treasury.

Hampden, ss. March 14. 1878.

Judgment is entered up according to reports & and all matters not acted upon are ordered to be continued, and this meeting is adjourned without day.

Attest.

Robert O. Morris Clerk

April Meeting 1877

Commonwealth of Massachusetts.
Hampden Co.

At a meeting of the County Commissioners
begun and holden at Springfield within and for
the County of Hampden on the second Tuesday of
April, being the ninth day of April, and by
adjournments on the thirteenth day of said month
on the twenty second day of said month, on
the thirteenth day of May, on the twenty eighth
day of May, on the thirteenth day of June,
on the eighteenth day of June, in the year
of our Lord one thousand eight hundred and
seventy eight.

Lucius F. Thayer } Chairman
- Arthur S. Hubbard } County
Edwin Chase } Commissioners

To the Honorable County Commissioners for the
County of Hampden.

The undersigned respectfully ask
your honorable board to lay out and con-
struct a highway from some point on the
public highway in West Springfield, as near
as practicable to the Agawan Bridge, across
the new dam to land of H. M. Todd, in
accordance with Chapter 132, of the Statutes of
1872. And as in duty bound will ever pray.
Agawan April 1878.

Arthur S. Bennis and others.

The foregoing petition was entered at a meeting
of the County Commissioners holden at Spring-
field, within and for said County, on the
second Tuesday of April, in the year of our
Lord one thousand eight hundred and seventy
six, and was continued ^{from meeting to meeting} to the meeting of said
Commissioners holden on the second Tuesday
of April, in the year of our Lord one thousand
eight hundred and seventy seven, at which
meeting the Commissioners deeming a view of the
premises expedient, appointed Tuesday, the seventeenth

Arthur S. Bennis et
al Pet. for a new
highway in West
Springfield
27

day of July then met and three o'clock in
 the afternoon, at the Agawan Bridge in West
 Springfield as the time and place for viewing
 the premises, and caused a copy of said
 petition to be served upon the clerk of the
 town of West Springfield being the town within
 which such location is prayed for, thirty days
 at least before the time appointed for said view,
 and also caused abstracts of said petition, con-
 taining the substance thereof, to be posted in two
 public places in said town, and also gave
 notice to all persons interested by causing a
 copy of said petition to be published three
 weeks successively in the Springfield Daily Union
 a newspaper published in said County, said
 posting and the last publication of said copy
 having been fourteen days at least before the
 time appointed for said view, and before said
 view was had, said Commissioners gave notice
 in like manner as described in the foregoing
 notice of the petition, to all persons interested, of
 the time and place for commencing said view.
 And on the said seventeenth day of July,
 the Commissioners met at the time and place
 appointed, and proceeded to view the premises,
 and having viewed the same the parties were
 heard, and after the hearing, said Commis-
 sioners proceed to consider and adjudicate
 upon the prayer of said petition, and after
 considering the same, said Commissioners con-
 tinued the matter from meeting to meeting
 until the meeting held on the 9th day of April,
 A.D. 1878, when said Commissioners adjudged
 that common convenience and necessity required
 that the prayer of the petition be granted, and
 after adjudicating as aforesaid, said Commissioners
 appointed Wednesday the thirteenth day of May
 then met and ten o'clock in the forenoon, at
 the Agawan Bridge in said West Springfield
 as the time and place when and where they
 would meet and proceed to locate as aforesaid.

April Meeting 1875

and the said Commissioners having given notice of the adjudication and the time and place appointed for said location in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof,) on the said thirtieth day of May said and proceeded to locate as follows. Commencing at a stone monument on the easterly side of road leading from Springfield to Agawan and a few rods northwesterly of the Bridge over Agawan river thence south $62^{\circ}40'$ east 1178 feet to stone monument, thence to left angle of $16^{\circ}18'$ or South $78^{\circ}58'$ east 1743 feet to stone monument, thence to right angle $23^{\circ}33'$ or south $55^{\circ}25'$ east across Dyke 534 feet to stone monument, thence to left $65^{\circ}12'$ 1138 feet to stone monument. The above laying is on the westerly and southerly side and the road is laid 20 feet wide the whole length.

The Commissioners having heard all persons and corporations who expressed a desire to be heard in relation to the question of damages caused by the location aforesaid, did then and there adjudge that there be paid to Louis Phillips the sum of one hundred dollars \$100. to A. H. Baldwin the sum of forty five dollars \$45. to Parin Root the sum of twenty two dollars \$22. the same being in full for all damages sustained by them in consequence of the foregoing location. And the town of West Springfield is hereby ordered to build over the above described location a safe and convenient farm road.

Lucius J. Thayer }
Norton J. Hubbard } County
Edwin Chase } Commissioners

All of which by the report of said Commissioners filed among the proceedings in the

said petition fully appears And now the said report being read and considered is accepted, and the road established as and for a public highway.

Ethens B. Ely et al.
Pet. for alteration
of highways between
Springfield & Longmeadow

76

To the Honorable the Board of County Commission-
ers for the County of Hampden, in the Common-
wealth of Massachusetts.

Respectfully represents your petitioners, who are inhabitants of said County, & have occasion to pass over the roads hereinafter described, that the highway known as the Longmeadow Road, leading from the town of Longmeadow in said County to the City of Springfield in said County, from a point near the top of the hill in said Longmeadow & just south of the Springfield line near the dwelling house of one Hook to a point in said Springfield near the dwelling house formerly of Samuel Walker on a street called South Street, which is a continuation of said Longmeadow Road, & also the said road leading from said Longmeadow to said Springfield at the said point near the top of the hill in said Longmeadow just South of the Springfield line near the dwelling house of one Hook to a point near the dwelling house of Simon Dickinson in said Springfield, on the road leading from said Longmeadow Road near a railroad station known as Fennsac easterly & past the said dwelling house of Simon Dickinson - are in an unsafe condition & inconvenient for travelers passing over the same - & that the public convenience & necessity requires that said roads, between the points above named, should be relocated, & that there should be a change in the grade thereof, & that they should be widened & otherwise better fitted for travel. And your petitioners further represent that the public convenience & necessity requires that said Longmeadow Road be continued in a straight line past a point in said South Street near said Walker house to the point where South Street intersects Main Street in said Springfield.

Shut. Meeting 1877

And your petitioner prays, that your Honorable Board
will view the premises as above described, & that
between the points above indicated, to wit, near the
top of the hill on said Longmeadow Road just
south of Springfield line near the dwelling house of
Mr. Rock to a point near the dwelling house of
Lewis Dickinson, & from said first named point to
the point where York street intersects with Oregon
Street in said Springfield, & crossing South Street
apocaid at a point near the dwelling house for-
merly of Samuel Walker apocaid be relocated ex-
tended widened, & changed in the grade thereof
so as to make them more safe & convenient for
the public passing over the same & to do such
other things in the premises as may seem best
for the safety & convenience of the public

Ethan L. Ely and others

The foregoing petition was entered at a meeting
of the County Commissioners holden at Springfield,
within and for said County, on the fourth Tues-
day of December, in the year of our Lord one
thousand eight hundred and seventy seven,
at which meeting, the Commissioners appointed
a place and time for a view of the premises
and directed notice of the same to be given, and
said petition was continued to this meeting, and
now it is ordered that said petition be dis-
missed without costs.

To the Honorable Commissioners for the County
of Hampden

Respectfully represents Quatuor Searle of
Springfield in said County That the Bluepee
Water Company a Corporation duly established and
having its usual place of business in Bluepee in
said County has entered upon and taken for its
own use said land of your petitioner in said Spring-
field as appears by the description filed in the
Registry of Deeds for said County July 25th 1877
to which reference is made, and has also caused

Quatuor Searle (Att.
for est. of damages)

The Bluepee Water Co.

By

other injury to the property of your petitioner by interfering with the use and enjoyment of his other lands and by impairing his water privilege, and that your petitioner has been unable to agree with said Company as to the amount of his damage. Therefore your petitioner respectfully requests and humbly prays that your Honorable Board will estimate & assess the amount of damages caused to your petitioner by said Company under the authority in you vested by the act of incorporation of said Company approved by the Legislature April 3^d 1877, being Chapter 183 of the Statutes of 1877.

Quartus Searle

by Raymond Gillett his Atty
Springfield Mass April 30 1878.

The foregoing petition is entered at this meeting and now the Commissioners appoint a place and time for a hearing the premises, and direct notice of the same to be given, and now it is ordered that said petition be dismissed.

Isiah Brumstead
(Att for est. of dam.)

or
The Chicopee Water Co.
P.S.

To The Honorable Commissioners for the County of Hampshire

Respectfully represents Isiah Brumstead of Springfield in said County, That the Chicopee Water Company a corporation duly established and having its usual place of business in Chicopee in said County has entered upon and taken for its use such land of your petitioner in said Springfield as appears by the description filed in the Registry of Deeds for said County on the 26th day of July 1877, to which reference is made and has caused other injury to the property of your petitioner by interfering with the use and enjoyment of his other land and by impairing of his water privilege, and that your petitioner has been unable to agree with said Company as to the amount of his damage. Therefore your petitioner respectfully requests and humbly prays that your Honorable Board

Sub Meeting 1877

will estimate and assess the amount of damage
caused to your petitioner by said company under the
authority in you vested by the act of incorporation
of said company approved by the Legislature April
3rd 1877, being Chapter 183, of the Statutes of 1877.

Springfield, Mass.

May 2nd 1877

Joseph Sumner

By J. E. Carpenter his Atty.

The foregoing petition is entered at this meeting,
and now the Commissioners appoint a place
and time for a hearing, and direct notice of the
same to be given, and now it is ordered that
said petition be dismissed.

Ordered, that the County Treasurer be authorized
and empowered to borrow of the Third National
Bank of Springfield, for and in behalf of said
County, and in anticipation of the County Tax,
the sum of ten thousand dollars, and to execute
and deliver a note therefor, for said amount.

County Treasurer
authorized to borrow
\$10,000 in anticipation
of the County Tax

Voted That Mr. Wells Bridge County Treas^r
be authorized to borrow on the credit of the
County and in anticipation of the County Tax
the sum of Fifteen Thousand Dollars and to
execute and deliver note or notes to that amount
payable in the month of October next, to the
order of The Third National Bank of Springfield
or such other Bank as he shall elect and to
pay interest or discount thereon at a rate not
exceeding four & one half per cent per annum.

County Treasurer
authorized to borrow
\$15,000 in anticipation
of the County Tax

Voted That Mr. Wells Bridge County Treasurer be
authorized to borrow on the credit of the County,
and on account of construction of "The South End
Bridge", the sum of Ten Thousand Dollars, and to
execute and deliver note or notes to that amount
payable on the fifteenth day of May A.D. 1879.

County Treasurer
authorized to borrow
\$10,000 on account of the
South End Bridge

to the order of such Bank, Institution, Corporation or Individual as the said (Bridge) shall elect, and to pay interest or discount thereon at a rate not exceeding four and one half per cent per annum.

County Treasurer
authorized to reduce
the rate of interest
upon loans in the
Sinking Fund

Ordered That the rate of Interest upon all notes held by the Commissioners of the Sinking Fund of Hampden County at the date hereof shall be fixed at six and one half per centum per annum computed from the first day of December last past and that Mr. Wells Bridge County Treasurer be authorized and directed to settle all claims for Interest on said notes in conformity with the above named rate, until further directed by said Commissioners.

County Treasurer
authorized to transfer
\$5000 to the account
of the Sinking Fund

The County Treasurer is hereby ordered to transfer from the funds in his hands as County Treasurer to his account as Treasurer of the Sinking Fund of said County, the sum of Five Thousand Dollars and to hold the same subject to order from the Commissioners of the Sinking Fund of said County.

Accounts

\$9.60

The Commissioners have audited the accounts of the Medical Examiners for views and examinations of the dead bodies of Strangers and certified to the Treasurer of the Commonwealth items thereon amounting to the sum of nine dollars and sixty cents.

Land Damages

The following persons are allowed the sum set against their names for damages to lands for highways, amounting to the sum of two thousand two hundred dollars, and the same are ordered to be paid from the County Treasury

Mrs. Marilla Hudson
Town of Westfield

\$1500.00

700.00

\$2200.00

April Meeting 1878
County Tax
Assessed

In conformity with a resolve of the General Court, passed at their present session March 6th 1878, granting a tax of eighty thousand dollars (\$80,000) for the County of Hampden, the same is apportioned upon the several cities and towns in said County in manner following:

Agawam	1319.40	Montgomery	148.65
Blandford	427.40	Palmer	1933.63
Brimfield	613.23	Russell	427.41
Chicester	676.06	Southwick	650.40
Chicopee	6002.33	Springfield	40938.55
Dunstable	445.98	Tolland	241.57
Holland	130.07	Wales	464.56
Holyoke	10703.85	Westfield	7377.48
Longmeadow	1413.31	West Springfield	3084.78
Middleton	576.06	Wilbraham	1122.06
Ware	1505.22		

Sundry accounts being now presented are allowed, amounting to the sum of six thousand one hundred and two dollars and seventy five cents, and the same are ordered to be paid from the County Treasury.

Accounts
6102.75

Sundry accounts for the construction of the South End Bridge laid out under the provisions of Chapter two hundred of the acts of the year 1873, amounting to the sum of ten thousand eight hundred and twenty nine dollars and fifty one cents, are allowed and ordered to be paid from the County Treasury.

Accounts
10829.51

Hampden June 18 1878

Judgment is entered up according to reports &c, and all matters not acted upon are ordered to be continued, and this meeting is adjourned without day.

Attest

Robert O Morris Clerk

Commonwealth of Massachusetts
Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for the County of Hampden on the fourth Tuesday of June, and by adjournment on the twenty ninth day of June, and by adjournment on the eighth day of August, and by adjournment on the third day of September, on the seventeenth day of September, in the year of our Lord one thousand eight hundred and seventy eight.

Present Lucius F. Thayer Chairman
Norton S. Hubbard } County
Edwin Chase } Commissioners

The Agawam Canal Co.
Pet. for rec^d of dam.

The City of Holyoke

To the Honorable the County Commissioners of the County of Hampden

Respectfully represents The Agawam Canal Company a corporation duly established at West Springfield in the County of Hampden that it is the owner of certain lands in said West Springfield bounded Northerly by the Boston & Albany Rail Road Westerly by lands of the Southworth Manufacturing Company Easterly and Southerly by the highway and by the Agawam river upon which said lands are large and extensive manufacturing buildings which are supplied with Water power from the said Agawam river and your petitioner is also the owner of water rights and water privileges connected with said lands and of other lands upon both sides of said river farther up the stream and of dams extending across said river for the furnishing of power to be used in said buildings and in other buildings in the vicinity owned by other parties with whom your petitioner is under contract to furnish water power from said river and from the several ponds reservoirs and other appurtenances to said land provided for the application and use of said power. And your petitioner represents that one

Lower Meeting 1878

of the source of supply for said river and for the power owned and used by your petitioner as aforesaid was a brook & stream flowing out from Ashleys pond in the town of Holyoke and emptying into the said Agawam river above your petitioners dam, and your petitioner was accustomed to have and had a right to have the water from said brook and from said Ashleys pond flow in its natural and ordinary course into said Agawam river and into the petitioners pond, but the town of Holyoke acting under the authority of Chapter 62 of the acts of the year 1872 and under a claim of title growing out of the acts of Water Commissioners chosen under said act laid an aqueduct designed to take and convey the water from said Ashleys pond to the more thickly settled portion of said town and in the Autumn of the year 1873, turned said water into said aqueduct and took and directed the same and interrupted the natural flow thereof and thereby deprived the petitioner from valuable water rights in connection with its said manufacturing buildings and its said land whereby your petitioner then and there sustained great damage. Wherefore and inasmuch as your petitioner has been unable after attempting so to do to make any agreement with the said town of Holyoke which has since become the city of Holyoke upon the amount of said damages your petitioner prays your honorable board to assess said damages according to law.

The Agawam Canal Company

By Harris & Whetstone its attys

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the second Tuesday of April, in the year of our Lord one thousand eight hundred and seventy four, and was continued from meeting to meeting to this meeting, and now it is ordered that said

petition be dismissed.

Henry W. Phelps
(Att. for a Jury)

The City of Springfield
13

To the Honorable the County Commissioners for the
county of Hampden in the Commonwealth of
Massachusetts.

Your petitioner, Henry W. Phelps of Springfield, in said county, respectfully represents, that he is the owner of certain valuable real estate, situated upon Lyman street in said Springfield, bounded & described as follows Beginning on the northerly side of said street at its intersection with a passage way 15 feet wide, which runs from said street to land of the Boston and Albany Railroad Company thence by said passage way about 75 1/2 feet to land of said Company thence easterly by said company's land fifty feet, thence southerly by land formerly of widow Squers, about 75 feet 3 1/2 inches to said street, thence westerly by said street fifty feet to the place of beginning. That the city of Springfield acting through its city council, on the 24th day of August 1874 ordered that the grade of said Lyman street, between Dought and Spring streets, be changed, and that the said city did thereupon proceed to change & lower the grade of said street to the great damage of your petitioner. Wherefore your petitioner being aggrieved by the estimate of his damages by the said city, and being unable to agree upon the same prays that he may have a jury to estimate said damages.

Henry W. Phelps

By Henry & Knott his Attys

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the fourth Tuesday of December, in the year of our Lord one thousand eight hundred and seventy four, when it was ordered, that the Commissioners meet for the purpose of acting upon said petition, at the Court House in Springfield aforesaid, on Tuesday, the fourth day of May next, at ten o'clock, A.M. and

Let the petitioner cause a copy of said petition and the order thereon to be served upon the City of Springfield, together with at least before the said fourth day of June, that they might appear and be heard upon said petition. And this petition was continued to the meeting held for said County, on the second Tuesday of April, in the year of our Lord one thousand eight hundred and seventy five, and by adjournment on the fourth day of May, in the year last aforesaid, at which meeting it was ordered that a warrant for a Jury be issued, and the Commissioners appointed W. B. Whitney to preside over the jury, and a warrant was duly issued requiring the Sheriff of said County to have a Jury of twelve men to hear and determine the matter of complaint set forth in said petition. And this petition was continued from meeting to meeting to the meeting held for said County on the second Tuesday of April, in the year of our Lord one thousand eight hundred and seventy seven, when a receipt was received from the Supreme Judicial Court, to wit, "Verdict set aside." And this petition was continued from meeting to meeting to this meeting and now the parties having settled, it is ordered that said petition be dismissed.

To the County Commissioners for the County of Hampden

Anagiah Mayors of Springfield in said County of Hampden respectfully represents that the City Council of said Springfield by an order passed on the twenty fourth day of August in the year eighteen hundred and seventy four caused the grade of Lyman Street in said City of Springfield to be changed. Your petitioner is the owner of certain real estate situate on said Lyman Street bounded South by said Lyman Street, West by land of the Springfield, Pitts & Northern Railroad Company, North by land of the Boston & Albany Railroad

Anagiah Mayors
(Att. for a Jury)

The City of Springfield

Corporation, & Easterly by land of said city of Spring-
 field, with valuable dwelling houses & other buildings
 thereon. Also another lot bounded easterly by
 Lyman Street, Westerly by Henry W. Phelps, Northwesterly
 by the Boston and Albany Railroad Corporation and
 Easterly by land of the Springfield, North-
 eastern Railroad Company. Also another lot bounded
 Northwesterly by said Lyman Street, Easterly by land
 formerly of Timothy Donovan, Southwesterly by Garden
 Brook & Westerly by land of John O. Hub. with
 buildings thereon. And the said Draper says that
 by the alteration of the grade of said Lyman Street
 his said real estate has been greatly damaged
 and the value thereof depreciated. Yet the said City
 Council awarded him as damages therefor only
 the sum of Three hundred & seventy five dollars -
 which said sum is entirely insufficient. And
 being aggrieved thereby he applies to your board
 for a jury to appraise and award him proper
 and adequate damages therefor.
 Springfield April 12, 1875.

Amaziah Draper

The foregoing petition was entered at a meeting of
 the County Commissioners holden at Springfield,
 within and for said County on the second
 Tuesday of April, in the year of our Lord one
 thousand eight hundred and seventy five, when
 it was ordered, that the Commissioners meet
 for the purpose of acting upon said petition, at
 the Court Room in Springfield aforesaid, on Tuesday,
 the fourth day of May next, at ten o'clock, A.M.,
 and that the petitioner cause a copy of said pe-
 tition and this order thereon to be served upon the
 City of Springfield, fourteen days at least before the
 said fourth day of May, that they might appear
 and be heard upon said petition. At said April
 Meeting, to wit, on said fourth day of May, it was
 ordered that a warrant for a jury be issued, and
 the Commissioners appointed Geo. B. Whitney to provide
 over the jury, and a warrant was duly issued
 requiring the Sheriff of said County or his Deputy

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to convene a Jury of twelve men to hear and determine the matter of complaint set forth in said petition. And this petition was continued from meeting to meeting to the meeting holden for said County on the second Tuesday of April, in the year of our Lord one thousand eight hundred and seventy seven, when a rescript was received from the Supreme Judicial Court, to wit: "Judicte ad videri." And this petition was continued from meeting to meeting to this meeting, and now, the parties having settled, it is ordered, that said petition be dismissed.

To the County Commissioners for the County of Hampden

Anaziah Briggs et al.
(Pet for a Jury)

Anaziah Briggs and F. Edward Gray both of Springfield in said County of Hampden, respectfully represent that the City Council of said Springfield by an order passed on the twenty fourth day of August in the year eighteen hundred and seventy four, caused the grade of Lyman Street in said City of Springfield to be changed. Your petitioners are the owners of certain real estate situate on said Lyman Street bounded as follows: Southwly by said Lyman Street - Westwly by land of the said City of Springfield, Northwly by land of the Boston and Albany Railroad Corporation, and Easterly by land of the Springfield, Athol and Northadam Railroad Company. And the said Briggs and Gray say that by the alteration of the grade of said Lyman Street, their said real-estate has been greatly damaged and the value thereof depreciated, yet the said City Council awarded them as damages therefor only the sum of Fifty hundred dollars which said sum is entirely insufficient. And being aggrieved thereby they apply to your Board for a jury to appraise and award them proper and adequate damages therefor.

The City of Springfield
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Springfield April 13th 1875.

Anaziah Briggs F. Edward Gray

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the second Tuesday of April, in the year of our Lord one thousand eight hundred and seventy five, when it was ordered, that the Commissioners meet for the purpose of acting upon said petition, at the Court House in Springfield aforesaid, on Tuesday, the fourth day of May next, at ten o'clock A.M., and that the petitioners cause a copy of said petition and this order thereon to be served upon the City of Springfield, fourteen days at least before the said fourth day of May, that they might appear and be heard upon said petition. And at said April Meeting, to wit, on said fourth day of May, it was ordered that a warrant for a Jury be issued, and the Commissioners appointed Mr. B. Whitney to preside over the Jury, and a warrant was duly issued, requiring the Sheriff of said County & his Deputy to summon a jury of twelve men to hear and determine the matter of complaint set forth in said petition. And the petitioners moved for and had leave to amend their said petition, as follows: "The subscribers move for leave to amend their petition dated April 13 1875 now on file by adding after the word 'owners' the words in fee and in equal proportions & to further amend by inserting next before the closing paragraph in said petition the words following to wit: "They further say that the said Pray is the owner of the undivided half of said land which is owned in fee by said Prays & is in the occupation of the whole of said land & is the owner of all the buildings standing thereon." And to further amend by adding to the closing paragraph of their said petition the words following, to wit: "and apportion the same between them." And this petition was continued from meeting to meeting to the meeting holden for said County on the second Tuesday of April, in the year of our Lord one thousand eight hundred and seventy seven, when a

verdict was returned from the Supreme Judicial Court,
to wit: "Verdict set aside" And this petition was
continued from meeting to meeting to this meeting, and
now, the parties having settled, it is ordered that
said petition be dismissed.

June 1885

To the County Commissioners for the County of
Hampden

Mary J. Matton & al
(Att. for a Jury)

Mary J. Matton of Northfield in the
County of Franklin and George H. Hayes of
Springfield in said County of Hampden respectfully
represent that the City Council of the City of
Springfield aforesaid by an order passed on the
twenty fourth day of August in the year eighteen
hundred & seventy four caused certain alterations
to be made in the grade of Lyman Street one
of the public highways of said city. And now
petitioners say that they were then and are
now the owners of certain real estate in said
city bounded North by the Baton and Albany
Railroad, East by Henry W. Phelps, South by
said Lyman Street and West by Chestnut
Street, with a valuable dwelling house thereon.

The City of Springfield
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And your petitioners say that by reason of said
alterations in the grade of said Lyman Street
great damage was done to said real estate
of your petitioners and its value greatly im-
paired. Yet the said City Council have award-
ed no damages to your petitioners therefor. They
therefore being aggrieved, pray for a jury to assess &
award said damages.

Mary J. Matton.

By Geo. H. Hayes

Geo. H. Hayes

The foregoing petition was entered at a meeting of
the County Commissioners holden at Springfield,
within and for said County on the second Tuesday
of April, in the year of our Lord one thousand
eight hundred and seventy five, when it was
ordered, that that the Commissioners meet for the

purpose of acting upon said petition, at the Court House in Springfield aforesaid, on Tuesday, the fourth day of May next, at ten o'clock, A.M., and that the Petitioners cause a copy of said petition and this order thereon to be served upon the City of Springfield, fourteen days at least before the said fourth day of May, that they might appear and be heard upon said petition. At said April Meeting, to wit, on said fourth day of May, it was ordered that a warrant for a Jury be issued, and the Commissioners appointed Mr. B. Whitney to preside over the Jury, and a warrant was duly issued requiring the Sheriff of said County & his Deputy to summon a jury of twelve men to hear and determine the matter of complaint set forth in said petition. And this petition was continued from meeting to meeting to the meeting holden for said County on the second Tuesday of April, in the year of our Lord one thousand eight hundred and seventy seven, when a writ was received from the Supreme Judicial Court, to wit, "Verdicts set aside." And this petition was continued from meeting to meeting to this meeting, and now, the parties having settled, it is ordered that said petition be dismissed.

Benjamin Liko (Pet.
for a Jury)

The City of Springfield
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To the Honorable the County Commissioners of the County of Hampden in the Commonwealth of Massachusetts.

Respectfully represents your petitioner Benjamin Liko of Palmer in said County that the City of Springfield by virtue and in execution of the power & authority in it vested by the Legislature of said Commonwealth by an act approved May 6th 1873 and by Chapter 76 of the acts of 1873 amendatory & additional thereto has taken & holds a large tract of land and other real estate for laying and maintaining aqueducts constructing & maintaining reservoirs dams and other works necessary and proper for raising forcing retaining distributing discharging and disposing of

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water with which to supply said city as provided by said act. That your petitioner is the owner of several tracts of land situated in Andover in said county part of which have been taken and moved by said city as aforesaid whereby your petitioner is greatly damaged & put to great loss both by the taking of said lands and the damage which has resulted to the remainder by such taking a description of the lands containing those which have been taken as aforesaid being hereto annexed marked "A" and is hereby made a part of this petition. Your petitioner further represents that he was unable to agree with said city upon the amount of said damages & thereupon made application to your honorable board for an assessment thereof and that thereupon an assessment was made whereby he was greatly aggrieved and which was much less than he avers than the true amount of said damage. Wherefore he prays that a jury may be ordered & a warrant issue therefor in order that said damages may be assessed by a jury in accordance with Law.

"Description A"

A certain tract of land situated in Andover aforesaid bounded North by land late of Reuben Sikes East by land of Silas Billings & John Hub South by land of Elijah Plimley by the highway leading to Andover from the house of Benj. Sikes by land of one Simonds & land of Marwin King and West by land of Lucius Simonds the Belchertown road & land of Marwin King & others. Also a tract bounded North by land of Reuben Sikes East by land of Marwin King and South by land of said King & of Josias Alden & 34th St. Also a tract of land bounded North on the highway leading from Belchertown to Jonkersville, East by land of one White, South by land of Joshua Black & others & West by land of said Black.

Benjamin Sikes
By Stearns & Throton His Attys

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the second Tuesday of April, in the year of our Lord one thousand eight hundred and seventy five, where it was ordered, that the Commissioners meet for the purpose of acting upon said petition, at the Court House, in Springfield aforesaid, on Tuesday, the first day of June next, at nine o'clock, A.M., and that the petitioner cause a copy of said petition and this order thereon to be served upon the City of Springfield, fourteen days at least before the said first day of June, that they might appear and be heard upon said petition. And this petition was continued to the meeting holden for said County, on the fourth Tuesday of June, in the year last aforesaid, and by adjournment, on the sixth day of July, in the year last aforesaid, at which meeting it was ordered, that a warrant for a jury be issued, and a warrant was duly issued requiring the Sheriff of said County, or his Deputy to summon a jury of twelve men, to hear and determine the matter of complaint set forth in said petition. And this petition was continued from meeting to meeting to this meeting, and now, the parties having settled, it is ordered, that said petition be dismissed.

Dennison Stebbins
(Pet. for wt. of dam.)

The City of Springfield
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To the County Commissioners of the County of Hampshire
Respectfully represents Dennison Stebbins of Belchertown, in the county of Hampshire, that he is the owner of a tract of land & water rights on each side of Broad Brook in said Belchertown, that the City of Springfield by authority of the several acts of the legislature which authorize it to take land, water, water-rights & flow land for the purpose of its water supply took & flowed a part of your petitioner's said land & took his said water rights & he & said city of Springfield cannot agree upon the amount of his said damages & he prays your

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Honorable Board that you will appraise his said damages & award him such sum as may be just & reasonable thereof.

Dennison Stebbins

By Morris & Speland his attys.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the first Tuesday of October, in the year of our Lord one thousand eight hundred and seventy six, and was continued from meeting to meeting to the meeting holden for said County, on the second Tuesday of April, in the year of our Lord one thousand eight hundred and seventy eight, when it was ordered, that the Commissioners meet for the purpose of acting upon said petition at the house of Jesse M. Williams, in Belchertown aforesaid, on Thursday, the thirtieth day of May current, at ten o'clock A.M., and that the petitioner cause a copy of said petition and this order thereon to be served upon the City of Springfield, fourteen days at least before the said thirtieth day of May, that it might appear and be heard upon said petition. And this petition was continued to this meeting, and now the following award is returned and filed. Upon the foregoing petition the County Commissioners having caused due notice to be given to the City of Springfield, met the parties at the Court House, Springfield, Thursday, May 30th, and by adjournment, Tuesday, June 18th, 1878, where the petitioner appeared by his attorneys, Morris and Speland, and the respondent appeared by its attorney, Edwin Wells, and after fully hearing the parties and due consideration had thereon, on this twenty fifth day of June, said Commissioners do determine and award that the said Dennison Stebbins is entitled to recover from the said City of Springfield the sum of two hundred twenty six dollars and seventy cents, in full for all damages sustained by him, and the Commissioners do further decree that the said

Dominec Stebbins shall pay all costs that
have arisen by reason of said application.

Lucius S. Thayer }
Morton S. Hubbard } County
Edwin Chase } Commissioners.

Jefferson White To the County Commissioners of the County of
(Pet. for rel. of land) Hampden.

Respectfully represents Jefferson White of
Belchertown, in the County of Hampshire that he
is the owner of a tract of land & water rights on
Broad Brook in said town - that the City of
Springfield by authority of the several acts of the
legislature which authorize it to take land, water,
water rights & flow lands for the purposes of its water
supply, took & flowed a part of your petitioner's said
land & took his said water rights. And he further
says that he & the said City of Springfield cannot
agree upon the amount of his damages therefor & he
prays your Honorable Board that you will appraise
his said damages, & award him such sum therefor as
may be just & reasonable.

Jefferson White

By Memo & Belchertown his attys.

The foregoing petition was entered at a meeting of
the County Commissioners holden at Springfield,
within and for said County, on the first Tuesday
of October, in the year of our Lord one thousand
eight hundred and seventy six, and was continued
from meeting to meeting to the meeting holden for
said County on the second Tuesday of April, in the
year of our Lord one thousand eight hundred and
seventy eight, when it was ordered, that the Commis-
sioners meet for the purpose of acting upon said
petition, at the house of J. M. Williams, in
Belchertown aforesaid, on Thursday, the thirtieth day of
May current, at ten o'clock, A.M., and that the
petitioner cause a copy of said petition and this
order thereon to be served upon the City of Spring-
field, fourteen days at least before the said thirtieth

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day of May, that it might appear and be heard upon said petition. And this petition was continued to this meeting, and now, the following award is returned and filed. Upon the foregoing petition the County Commissioners having caused due notice to be given to the City of Springfield, met the parties at the Court House, Springfield, Thursday, May 31st, and by adjournment, Tuesday, June 18th, 1878, when the petitioner appeared by his attorney, Dennis and Bohland, and the respondent appeared by its attorney, Viduan Wells, and after fully hearing the parties and due consideration had thereon, on this twenty fifth day of June, said Commissioners do determine and award that the said Jefferson White is entitled to recover from the said City of Springfield the sum of one hundred eighty one dollars and thirty six cents, in full for all damages sustained by him, and the Commissioners do further decree that the said Jefferson White shall pay all costs that have arisen by reason of said application

Lucius F. Thayer }
Horton L. Hubbard } County
Edwin Thayer } Commissioners

To the County Commissioners of the County of Hampshire.

James M. Williams
(Att. for City of Springfield)

Respectfully represents James M. Williams of Belchertown, in the County of Hampshire that he is the owner of a tract of land & water rights on Great Brook in said town - that the City of Springfield by authority of the several acts of the Legislature, which authorize it to take land, water & water rights & flow land for the purposes of its water supply, took & flowed a part of your petitioners said land & took his said water rights, and he further says that he & the said City of Springfield cannot agree upon the amount of his damages therefor, & he prays your Honorable Board that you will appraise his said damages &

The City of Springfield
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award him such sum as may be just & reasonable therefor.

Lucas W. Williams

By Morris & Copeland his attys.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the first Tuesday of October, in the year of our Lord one thousand eight hundred and seventy six, and was continued from meeting to meeting to the meeting holden for said County, on the second Tuesday of April, in the year of our Lord one thousand eight hundred and seventy eight, when it was ordered, that the Commissioners meet for the purpose of acting upon said petition, at the house of Jesse W. Williams in Belchertown aforesaid, on Thursday, the thirtieth day of May current, at ten o'clock A.M., and that the petitioner cause a copy of said petition and this order thereon to be served upon the City of Springfield, fourteen days at least before the said thirtieth day of May, that it might appear and be laid upon said petition. And this petition was continued to this meeting, and now, the following award is returned and filed. Where the foregoing petition the County Commissioners having caused due notice to be given to the City of Springfield, met the parties at the Court Room, Springfield, Thursday, May 31st, and by adjournment, Tuesday, June 1st, 1878, when the petitioner appeared by his attorneys, Morris and Copeland, and the respondent appeared by its attorney, Hiram Wells, and after fully hearing the parties and due consideration had thereon, on this twenty fifth day of June, said Commissioners do determine and award that the said Jesse W. Williams is entitled to recover from the said City of Springfield the sum of fifty five dollars, in full for all damages sustained by him, and the Commissioners do further decree that the said Jesse W. Williams shall pay all costs that have arisen by reason of said application.

Lucas W. Williams
Hiram Wells
Edwin Chace
County Commissioners

To the Hon. County Commissioners for the County of
Hampden of the State of Massachusetts

The undersigned citizens of the city of Springfield in
afforeaid County respectfully represent that the present
condition of the old bridge (formerly toll) now known
as "The Springfield bridge" between Springfield and West
Springfield is such that public convenience and pedestrian
travel demands the construction of a side walk of
suitable width on one or both sides and most
earnestly pray - that as we feel this to be a
most urgent necessity, that you will take the
matter into early consideration, so that while the
change of grade at the Springfield end is in
progress the side walk may also be laid out
and built.

H. S. Stickney and others.

The foregoing petition was entered at a meeting of the
of the County Commissioners holden at Springfield
within and for said County, on the second Tues-
day of April, in the year of our Lord one thou-
sand eight hundred and seventy seven, at
which meeting the Commissioners appointed a place
and time for a view of the premises and directed
notice of the same to be given, and said petition
was continued from meeting to meeting to this
meeting, and now it is ordered that said
petition be dismissed.

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H. S. Stickney et al.
Pet. for a sidewalk on
"The Springfield Bridge"
63.

D. H. Bemis
Pet. for a Jury.
71

To the Honorable County Commissioners of the
County of Hampshire.

Your petitioner, D. H. Bemis of Springfield, in said County, represents, That he is the owner of certain real estate in said Springfield, bounded north by Bridge street, east by Water street, south by land of one Buckland and west by land of the New York New Haven and Hartford Railroad Company. That your Honorable board, on the 17th day October 1896, passed an order attaining said Bridge street the same being a highway and directing repairs and improvements therein and said street was thereby altered, and under and in pursuance of said order, repairs were made on said street, by all of which matters your petitioner was, greatly damaged in his said property. He further represents that he is aggrieved by the doings of your Honorable board in the estimation of his damages growing out of said alteration and of the work done in carrying out the same. Therefore he prays that he may have a jury to determine the matter of his complaint.

D. H. Bemis

By Stearns, Whittier & Long his attys.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the first Tuesday of October, in the year of our Lord one thousand eight hundred and ninety seven, and was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed.

Sophia M. Buckland
Pet. for a Jury.
72

To the Honorable the County Commissioners of the
County of Hampshire

Your petitioner Sophia M. Buckland of Springfield in the county of Hampshire respectfully represents that she is the owner of certain real estate and rights & easements in real estate situate on the West side of Water street in said

Springfield, Beginning at a point fifty five feet Southwesterly of a stake at the corner of Bridge & Water street, thence on Water street fifty five feet to an avenue thence Westwesterly on said avenue seventy feet to another avenue, thence Northwesterly on said last named avenue fifty five feet, thence at right angles Easterly in a straight line seventy feet to the first mentioned bound, also the right to use forever in connection with the above and as an easement appurtenant thence a strip of land twenty two feet wide passing on the Westwesterly side of the above described lot in a right line to Bridge street & also a right to use forever in like manner the avenue first above named 19 ³/₄ feet wide Southwesterly of said first described lot from Water street to said avenue leading to Bridge street That your honorable Board on the 17th day of October A.D. 1876 passed an order altering said Bridge street the same being a highway & directing repairs and improvements thereon and said street was thereby altered and under and in pursuance of said order repairs were made on said street, by all of which matters your petitioner was greatly damaged in her said property. She further represents that she is aggrieved by the doings of your honorable Board in the estimation of her damages growing out of said alteration & the work done in carrying out the same. Wherefore she prays that she may have a jury to determine the matter of her complaint.

Apphia M. Buckland

By Hiram Thaxter & Long Fox Attys

The foregoing petition was returned at a meeting of the County Commissioners holden at Springfield, within and for said County, on the first Tuesday of October, in the year of our Lord one thousand eight hundred and seventy seven, and was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed.

